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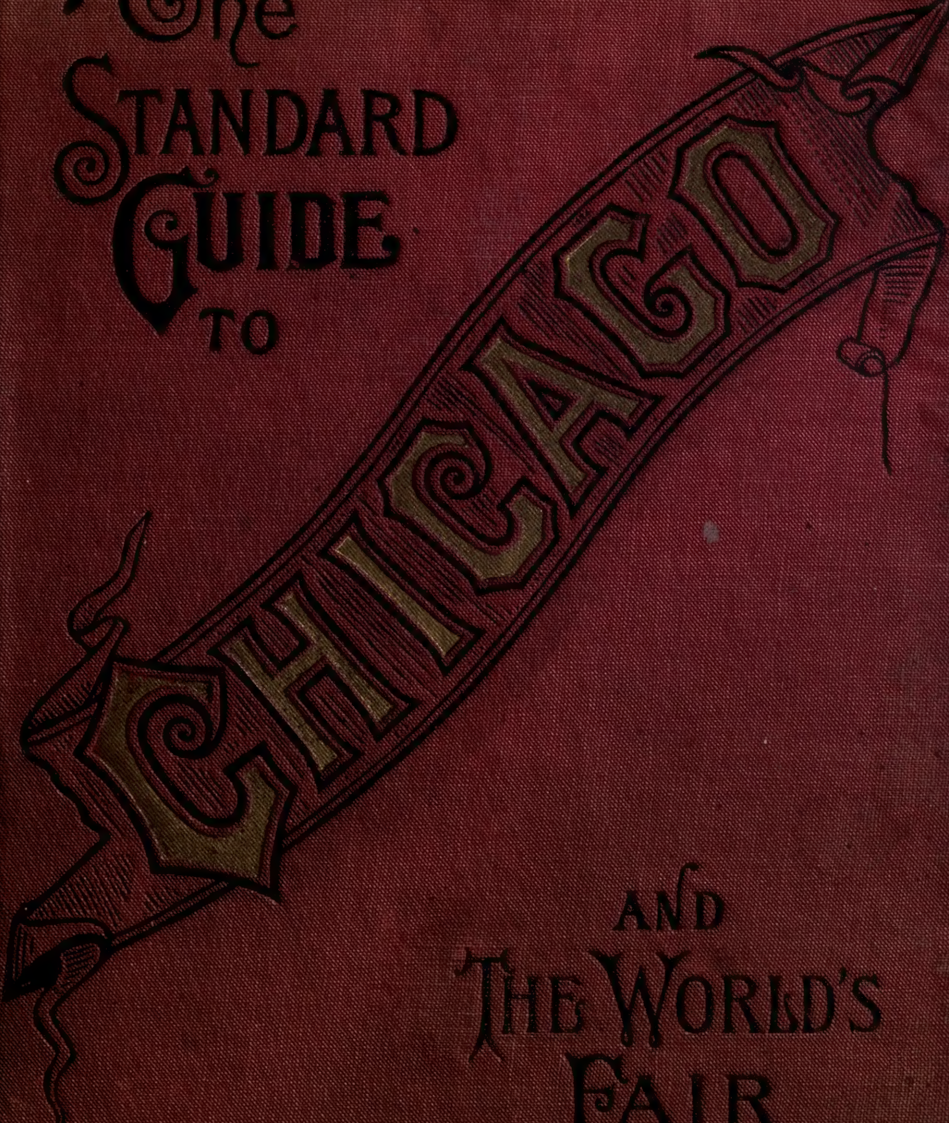

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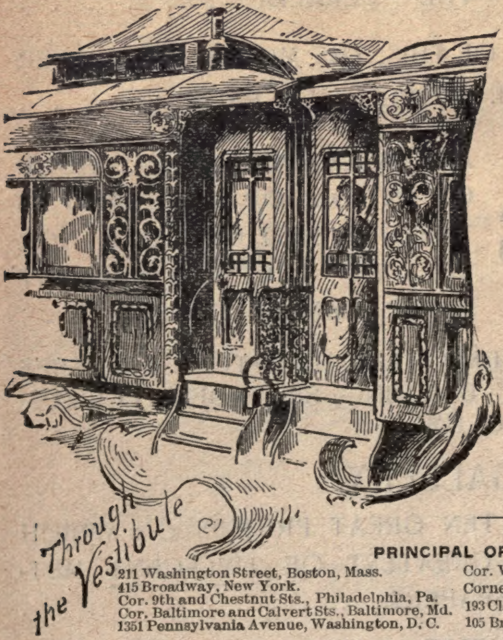

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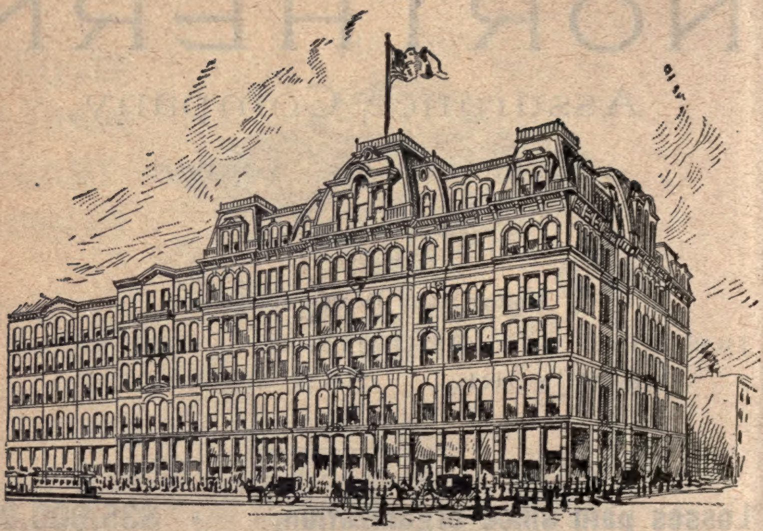

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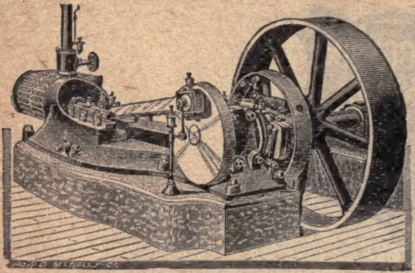

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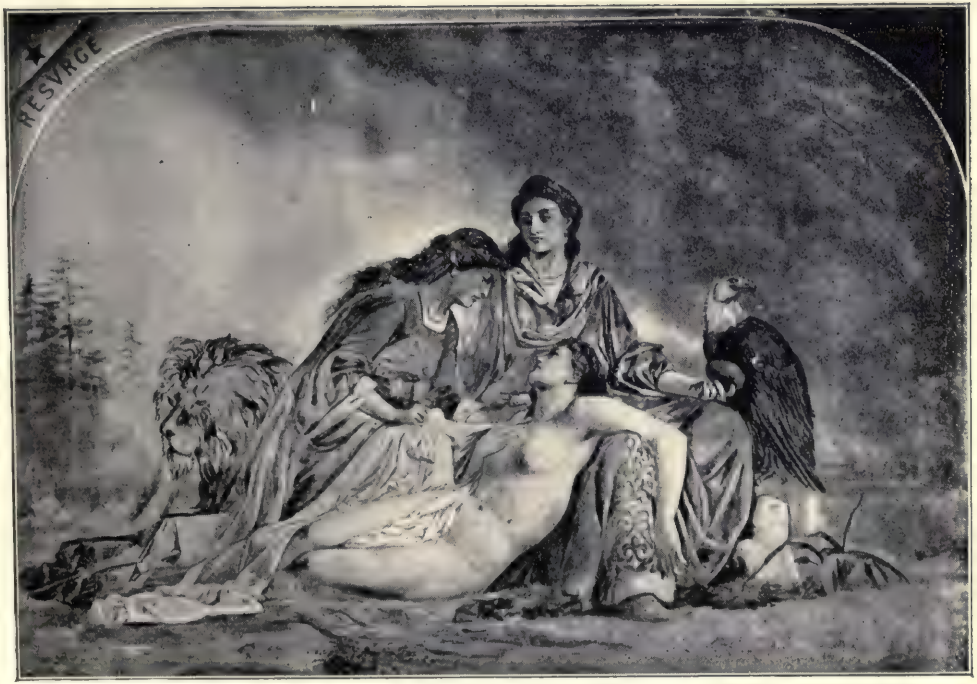

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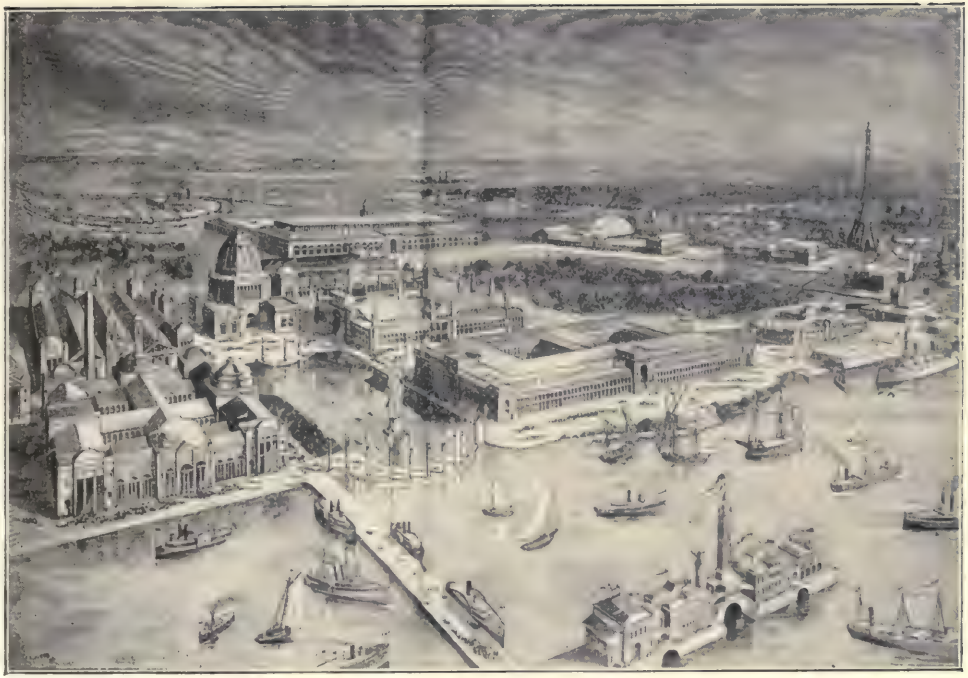
The publishers desire to state that no "paid" matter of any description whatever appears in the body of this work. Commercial houses, corporations, private interests and individuals are referred to only because a Guide to Chicago would not be complete were mention of them omitted. These references are made not only without previous arrangement, but in nearly every instance without the knowledge of the houses, corporations or persons referred to. The sole aim of the publishers has been to make a perfect hand-book. Such "paid" matter as appears in this volume is printed plainly as advertising.

THE FRONTISPIECE.

The Frontispiece in this edition of THE STANDARD GUIDE is taken from the Great Oil Painting presented to Chicago by the Contributors to the Fire Relief Fund in London, England, after the great fire of 1871. *There was a surplus left after Chicago had received all the aid deemed necessary, and this was used to pay for the painting of the picture. It hangs in the rooms of the Historical Society. Though severely criticised as a Work of Art, it will become yearly more valuable as a Historical Souvenir.*



[Engraved for The Standard Guide Company.]

THE WORLD'S COLUMBIAN EXPOSITION OF 1893.

CHICAGO.

Not in the Arabian Nights' Entertainments, though bathed in all the glorious colorings of Oriental fancy, is there a tale which surpasses in wonder the plain, unvarnished history of Chicago. And it is probable that even the elastic credulity of childhood, which from generation to generation has accepted, without question, the impossible adventures of Aladdin, Ali Baba and Sinbad the Sailor, would be sorely strained if confronted with the story which the most prosaic historian of this remarkable city is called upon to tell.

Chicago is one of the wonders of modern times. Her progress amazes mankind. There is not on record an achievement of human intellect, skill and industry that will bear comparison with the transformation of a dismal swamp, in the midst of a trackless desert, within the span of a human life, into one of the mightiest and grandest cities on the globe.

The aim of this volume is to present to the reader the results attained by the people of Chicago in government, art, science, culture, commerce and general advancement. To do this within the limits of a pocket compendium has required exacting labor and the exercise of all the skill which the compiler could command.

Neither Baedeker's nor Gallignani's celebrated guides, which European travelers find indispensable, are the results of a year's or of ten years' labor. It has required a quarter of a century or more, and frequent alterations and revisions, to bring them up to their present degree of excellence. It requires time to perfect a volume of this character, particularly when it pretends to cover faithfully a city like Chicago, where changes of magnitude are constantly occurring, and where it demands all the watchfulness, energy and enterprise of the editors of our great daily newspapers to keep up with the rapidly-moving and never-halting procession of events.

I do not claim for "The Standard Guide" any more or less than that it is a faithful compilation. I have sought material everywhere, and have taken the liberty of using all the facts and information that have fallen under my eye.

I take advantage of this opportunity to cheerfully and publicly place on record my obligations to the reporters of the city press, whose work has made it possible for me to collect within the covers of this volume much of the information it contains.

This book, I believe, will prove to be one of the most useful ever issued in Chicago, both as a guide and an encyclopedia, and valuable alike to the resident and the stranger. My aim has been to place this city, so much misrepresented of late, in a proper light before the World—to convince the people of all countries that Chicago is not merely a big, bustling, uncultivated Western town, but a great Modern Metropolis, whose people are blessed with all the advantages and surrounded with all the elevating and refining influences enjoyed by the residents of cities ten times her age. This volume will be read extensively throughout America and Europe, and I believe it will contribute in no small degree toward removing the erroneous impressions concerning Chicago and her people which have found a lodgment abroad.

The printing and binding of this book were placed in the hands of Messrs. Donohue & Henneberry, who have performed their work in a most creditable manner. The photographic views from which the half-tone engravings were taken, were furnished by Mr. J. W. Taylor; the photogravures were made by Vandercook & Co.

The Standard Guide to Chicago will be revised and issued annually.

John J. Flinn.

Chicago, 1891.

The above appeared as the preface to the Standard Guide to Chicago for 891. I have nothing to add to it except this: That the sale of the work justifies me as its compiler in pronouncing it a success. It seems to have met a want and filled it. For this I am grateful, and as an earnest of my gratitude, I have attempted to make this, the revised edition, still more worthy of public patronage.

John J. Flinn.

Chicago, 1892.

PUBLISHERS' NOTICE.

In this volume the World's Columbian Exposition is treated merely as an incident to Chicago. We publish a "Hand-Book of The World's Columbian Exposition," which will, we are satisfied, be accepted by the public as a complete compendium of information concerning the World's Fair. It has been carefully compiled from official sources, by Mr. John J. Flinn.

The Standard Guide Company.

THE MARVELOUS CITY.

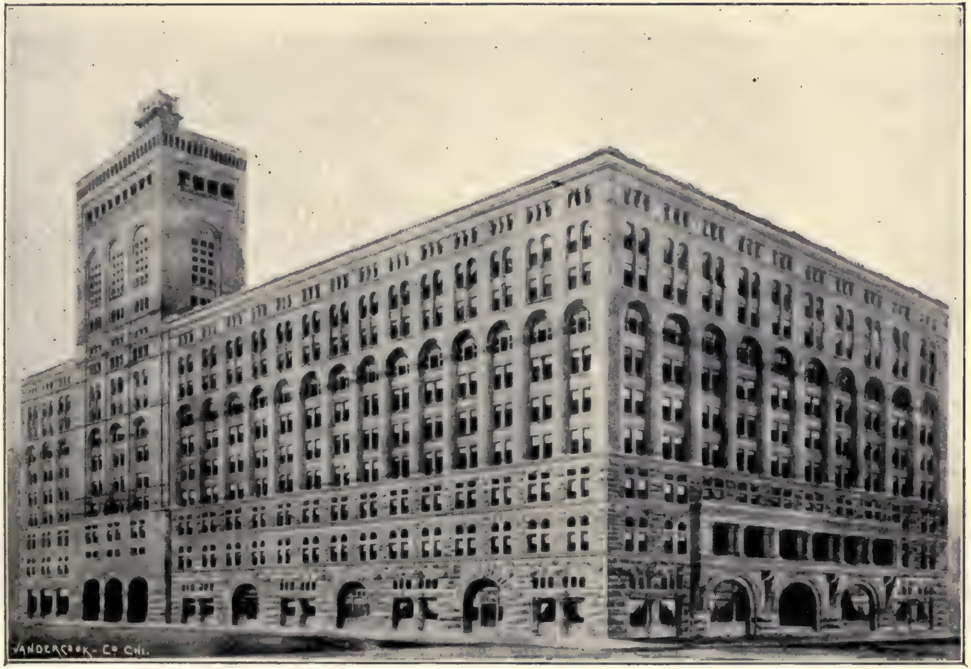
A BUSINESS VIEW.

Population of Chicago, 1837	4,170
Population of Chicago, 1890 (U. S. Census)	1,098,576
Population of Chicago, 1890 (School Census)	1,208,669
Population of Chicago, 1892 (Estimated)	1,300,000
Area of Chicago in Square Miles, 1837	10.70
Area of Chicago in Square Miles, 1892	181.70
Length of Chicago, Lineal Miles, 1892	24
Width of Chicago, Lineal Miles, 1892	10
Buildings erected in Chicago since 1876	67,868
Cost of buildings erected since 1876	$309,309,379.00
Frontage of buildings erected since 1876, miles	286
Buildings erected in Chicago in 1891	11,626
Cost of buildings erected in 1891	$54,010,500.00
Frontage of buildings erected in 1891, miles	53
Bank Clearings of Chicago, 1866	$453,798,648.11
Bank Clearings of Chicago, 1891	$4,456,885,230.00
Commerce of Chicago, 1850	$20,000,000.00
Commerce of Chicago, 1891	$1,459,000,000.00
Capital of Chicago National Banks, 1891	$21,241,680.00
Surplus and Profits of Chicago National Banks, 1891	$12,495,143.00
Value of Meat Products for 1891	$133,860,000.00
Receipts of Hogs for 1891	8,600,865
Receipts of Cattle for 1891	3,250,000
Wholesale Business of Chicago, 1891	$517,166,000.00
Manufactured Products of Chicago, 1891	$567,012,300.00
Wages paid Employes of Manufactories for 1891	$104,904,000.00
Capital Employed in Manufacturing, 1891	$210,302,000.00

THE MARVELOUS CITY.

ANOTHER VIEW.

Investment in Public Schools to Date	$58,000,000.00
Pupils Attending Public Schools	146,751
Teachers in Chicago Public Schools	3,259
Cost of Maintaining Public Schools, 1891	$5,013,435.86
Academies and Seminaries in Chicago	350
Universities in Chicago	4
Private Schools in Chicago	800
Pupils Attending Seminaries, Private Schools, etc.	70,000
Teachers in Academies, Seminaries, etc.	12,000
Enrollment at Night Schools, 1891	12,000
Cost of Night Schools, 1891	$95,361.84
Whole number of Public Schools	192
Estimated Cost Public Schools, 1892	$6,000,000.00
Number of Children of School Age in Chicago	289,433
Number of Books taken from Public Library, per annum	1,290,514
Number of Volumes in Public Library	166,475
Number of Volumes in other Libraries	3,000,000
Number of Visitors to Public Library Reading Room, 1891	492,837
Reference Books Issued, 1891	326,619
Visitors to Art Institute, 1891	75,000
Number of Daily Newspapers in Chicago	30
Number of Weekly Newspapers	305
Total Number of Periodical Publications	611
Productions of Bound Books in Chicago, 1891	9,000,000
Hospitals in Chicago	30
Charitable Asylums in Chicago	50
Amount Expended in Public Charities Annually	$5,000,000.00
Amount Contributed Toward Private Charities Annually	$3,000,000.00
Number of Churches in Chicago	575
Number of Literary Organizations	725
Number of Gentlemen's Family Clubs	89
Area of Public Parks, Acres	1,974


VANDERCOOK-CO CHI.

[Engraved for The Standard Guide Company.]

THE AUDITORIUM—LOOKING FROM MICHIGAN AVE. AND CONGRESS ST.

[See "Auditorium."]

PART I.

CHICAGO AS IT WAS.

In order that the visitor may thoroughly appreciate the magnitude and splendor of the Chicago of the present, perhaps it would be well enough to take a glance at the Chicago of the past. The history of the city is as brief as it is wonderful. One hundred years ago the ground which it covers was a pathless wilderness—an almost impenetrable morass; a swamp, out of which sprang a dense growth of wild and tangled grasses, with here and there a mound or a ridge covered with wild reeds, or oak and maple trees, stunted in their growth but luxuriant in their foliage.

Since 1673, when Joliet and Marquette, induced by the marvelous tales told them by the Indians regarding the Big Water that laid toward the north, gazed upon Lake Illinois (the name which Lake Michigan bore for many years), and discovered the portage of the Chicago, or Checagow, as the natives pronounced it, a number of French explorers and missionaries from the South and Canadian *voyageurs* from the North had visited the spot upon which Fort Dearborn was afterward erected by the United States government, then in its infancy. Louis Joliet was the agent of Count Frontenac, the Governor of "New France"—afterward Louisiana; and Father Jacques Marquette was a priest of the Society of Jesus, full of zeal for his religion and bent upon the salvation of the savage. Some writers maintain that La Salle preceded Marquette, but the doubt as to this is decidedly in favor of the Jesuit priest. It was Joliet, however, who first made the outside world acquainted with the fact that such a stream as the Chicago river existed, by giving it a place in a roughly-drawn map which accompanied his report to the French governor. Marquette did not long survive his arrival at Chicago Portage. He died of a fever contracted in the malarial swamp during the year 1675, after having established his religion among the Indians. His successor was Father Claude Allouez, who, during his mission to the Illinois, made several trips to this section.

The Indians had given the name which this city bears to the river. To them it was Eschikagow or Checagow. There are various stories regarding its origin. It is known that a chief of the tribe of Illinois was named "Checagow" and that he was sent to France in 1725 and had "the distinguished honor of being introduced in Paris to the Company of the Indies," but the river was called Eschikagow or "Checagow" long before this. The word "Checagow" in the language of the Illinois meant "Onion;" in the language of the Pottawatomies it signified "pole cat." The probabilities are that the stream received its name from the "Onion," that vegetable having been found in great profusion along its banks by the early explorers.

La Salle in 1678 secured a patent of nobility from the French monarch and a grant of seignority for Fort Frontenac on Lake Ontario. He then undertook the task of Western exploration, and visited the Mississippi and Illinois rivers in furtherance of his object. In his company were three Flemish friars, and of these Fathers Membré and Ribourde became the immediate successors of Marquette and Allouez in the Illinois mission. For nearly a hundred years we read of a succession of missions, of the occasional arrival of an emissary of the French government, of the establishment of trading posts here and elsewhere along the shore of Lake Michigan, but nothing in the nature of a permanent settlement is mentioned, and it is plain that no idea of the foundation of a city at or near the Chicago Portage ever entered the minds of the few adventurous spirits who found their way hither.

The first settler of Chicago was a fugitive San Domingoan slave named Point De Sable. How he found his way from his master's plantations to the French settlements of Louisiana and afterward into the jungles of the Northwest is unknown, but that he was settled in a cabin at the mouth of the Chicago river and was leading the life of a trapper here in 1779 is a settled fact. Attention is called to his existence by the British Commander of Fort Michilimacinac in a letter written on the 4th of July of the year mentioned, who speaks of him as "Baptiste Point De Sable, a handsome negro, and settled at Eschikagow, but much in the French interest." This negro became quite prominent as a fur trader, and others who sought to obtain a share of the profits obtained through barter with the Indians soon gathered around him. Quite a settlement of these trappers and traders sprang up at the mouth of the river. One of them, a Frenchman named Le Mai, bought De Sable out. The latter died shortly afterward at Peoria. Le Mai put new life into the business and caused several improvements to be made in the settlement. The point continued to grow in importance as a trading post, and Le Mai became quite a prosperous if not a wealthy man. He continued in business here until 1804.

The result of the Anglo-French colonial war, in which George Washington under General Braddock first achieved military distinction, was to deprive France of all territory lying upon the great lakes and east of the Mississippi, and without having any knowledge of the fact, for the scene of operation was far away and means of communication were few, the settlement of Chicago Portage passed under the protection of the British flag. Concerning this period, Flinn, in his history of Chicago, says: "In all the subsequent events, the session of Louisiana to Spain, the insurrection of the Indians under the great Pontiac, and, spurred on by the French traders, the attempt of the Illinois Chief Chicago to drive back the English; the English attempt to prevent settlements beyond the Ohio river; the annexation of the Northwest to Canada; the preparation for a colonial revolt against King George—through all these events Chicago Portage slumbered obliviously in her desolate neck of the woods, as blissfully ignorant of the world as the world could possibly be of her."

While negotiations for the purchase of Louisiana by the United States government were in progress the project of building a fort—a sort of an outpost of civilization—at the southern extremity of Lake Michigan, was being entertained by Congress. From the close of the Revolution it had been remembered that British influence among the warriors who overran the West, and who could be counted in bands of thousands along the upper lakes, was gaining headway, and it became necessary with the acquisition of the new territory that the United States government should make some demonstration of its strength in order to counteract the pernicious effects of England's tactics. The Indians could be made very troublesome to us by the artifices of a nation that was secretly, if not openly, still an enemy of the republic. Hence the proposition to build a fort.

The mouth of the St. Joseph river on the east bank of the lake was first proposed as the proper site for the outpost, but the friendly Indians were hostile to the measure, withheld their consent to its construction, and the government commissioners, in the interest of peace, decided to select another location.

Across the lake from St. Joseph was the Chicago Portage, where a piece of territory six miles square had been ceded to the government by the Indians. The mere fact that the government was the owner of these six miles square appears to have been the most potent influence brought to bear upon the commissioners. Beyond the fact that the government owned this little piece of land in the wilderness, there was no particular reason why the fort should be located here, except that the Chicago river emptied into the lake at this point, and from the Chicago communication could be had by water with the interior. The undertaking was considered at the time a bold one, as the post would be far removed from the borders of civilization, and the safety of its defenders would depend in great measure upon the friendship of the Illinois and Pottawatomie Indians. An order for the construction of the works was issued by the War Department in 1803. There were no American military outposts nearer than Detroit and Michilimacinac at this time. A company of United States soldiers was stationed at the latter place, under command of Capt. John Whistler, an officer of the Revolution, and to him was intrusted the work of establishing the new fort. Two young lieutenants, William Whistler, the Captain's son, and James S. Swearington from Chillicothe, Ohio, assisted him in command. To the latter he gave in charge the difficult and dangerous task of conducting the soldiers through the forests of Michigan to Chicago, while with his wife, his son and his son's wife—a young bride—he embarked on the United States schooner "Tracy" for the same destination.

The schooner arrived in front of the settlement on July 4, 1803. The mouth of the river was choked with sand, driftwood and weeds. On the sand bar the schooner discharged her cargo of ammunition, arms and provisions into small boats which were rowed into the river, and landed at the spot where the fort was to be erected. There were at this point three rude huts occupied by French fur traders with their Indian wives and broods of half-breed children. But the news of the projected work had been noised around the country, and nearly 2,000 Indians were present to witness the debarkation. In the presence of these natives the United States flag was planted on a spot made venerable with the memories of 130 years of transient French occupation. The fort was not completed until the following year. It occupied, according to Eastman, "one of the most beautiful sites on the lake shore. It was as high as any other point, overlooking the surface of the lake, commanding as well as any other view on this flat surface could, the prairie extending north to the belt of timber along the south branch and on the north side, and the white sand hills both to the north and south, which had for ages past been the sport of the lake winds.'

Around the fort, little by little, began to gather the wild and restless adventurers who blazed the path of civilization through the trackless forests. Now and then hunters "dropped in," liked the place and stayed. Little by little the three log huts which the schooner "Tracy" had found here became surrounded by a little village of similar huts, but their occupants, instead of being French traders with squaw wives were more closely allied by race and disposition to the soldiers within the palisades. There were Indians about in great numbers, but they were friendly and manageable as a rule. The post continued to be entirely isolated from the rest of the Caucasian race on the continent, and save for an occasional visit from a supply schooner, its little garrison might well have been impressed with the belief that all the world had forgotten them.

The war between the United States and England in 1812, was the cause of that important event in the history of Chicago, the massacre of Fort Dearborn. The French settlers previous to this time had been driven out of Illinois by the English, and the latter had worked their way steadily into the confidence and affections of the Indians. They had been taught by English agents and emissaries that the Americans were attempting to rob them of their hunting grounds and led to believe that if they would join their fortunes with the British the Americans would be driven out of the country. The Shawnees, a powerful western tribe, had been thoroughly blinded by the English and had given themselves over bodily to the enemy, with the great chief Tecumseh at their head. This chieftain was as eloquent as he was brave. He talked to the friendly Pottawatomie chiefs, worked upon their credulity and gained their adhesion to the English cause. Several of them had fought by his side at Tippecanoe the year before, and it is stated, on good authority, that Tecumseh contemplated the destruction of Fort Dearborn even then, and would have carried his design into execution were it not for the defeat he suffered in that memorable engagement.

He was an energetic man, and he wandered through the wilderness constantly in search of new allies to assist him in driving the white settlers east of the Ohio river. He succeeded in forming an alliance of this character with the Winnebagoes of Rock River.

The officers who were originally in command of Fort Dearborn were replaced in 1811 by Capt. Heald, Lieut. Helm, Ensign George Ronan and Surgeon Van Voorhees. The garrison, at the time, contained sixty-six soldiers. John Kinzie, the first "prominent citizen," was living with his family close to the fort. There were a few straggling farm-houses along the river. Inside the palisades dwelt the wives of Capt. Heald and Sergeant Holt, and three other women, the wife of a French trader named Ouilmette, a Mrs. Boriou, her sister, and Mrs. Corbin, the wife of a soldier. The Kinzie, Burns and White families were the most prominent in the settlement.

Everybody acquainted with American history will recall readily the disastrous defeats and humiliations which befell our armies in the Northwest during the early months of the War of 1812. Fort Michilimacinac, Mich., the nearest post to Fort Dearborn, had fallen. Finally the garrison at Detroit, together with the town and the entire territory of Michigan, fell into the hands of the British. General Hull, who was in command, was tried by court martial and sentenced to be hanged, a sentence never executed, however, for it developed to the satisfaction of the government and the country shortly afterward that the War Department, which had been inefficiently conducted, was really responsible for the disaster. Some days before surrendering he had the forethought and the manliness to acquaint Captain Heald, commander of Fort Dearborn, with the situation, to warn him of the impending danger and to urge him and the little garrison to evacuate the fort and retreat to Fort Wayne. This was the first intimation Fort Dearborn had received of the declaration of war with England and the unfortunate disasters which had followed. The news created consternation and confusion bordering upon panic. To make matters worse, there was anything but harmony existing between Heald and his subordinates The latter decided upon evacuation without consulting with his officers, in spite of the opposition of Kinzie, who was powerful among the settlers, and against the advice of Winnemac, the friendly chief, who had brought the tidings from Hull. The latter had suggested, or ordered, that the supplies contained in the fort be distributed among the Indians. When arguments failed, and Kinzie found that Heald could not be turned from his purpose, he begged the commander to evacuate at once, before news of the American defeats and the peril of their position became noised among the tribes. Heald, however, obstinately insisted upon postponing the move till he could summon all the Indians, in order to divide the supplies among them. Winnemac saw clearly the danger of this course, and advised that the fort be abandoned without delay, with everything left as it was; so that while the Indians were ransacking the place, and gorging themselves with the provisions, the garrison might safely escape. He knew that the savages had become generally hostile. Further appeals to Heald from officers and settlers proved to be of no avail. On August 12th, a council of Pottawatomies was assembled and called to order by Captain Heald, in the presence of Mr. Kinzie, who accompanied him to the place of meeting outside the palisades. This council passed off peaceably enough, Capt. Heald promising to evacuate the fort and distribute the supplies and all surplus ammunition and arms within the garrison. The Indians were also to receive a liberal gift of money. The Indians appeared to be satisfied. They had not as yet heard of the American defeat, Capt. Heald remaining silent on that subject. It was conveyed to them, however, by Tecumseh, who promised them a glorious opportunity of driving the whites forever out of the hunting-grounds.

The effect of this intelligence was to make the Indians at once more insolent than ever. Heald, in a foolish effort to correct a criminal mistake, decided to distribute provisions only, and to destroy the arms and ammunition. The Indians prowling around the fort found fragments of muskets, flint-locks and broken powder casks thrown in a well, and at the river bank a number of headless whisky casks. When these discoveries were reported to the multitude of red-skins now assembled, their rage knew no bounds. They justly looked upon Heald's act as a piece of treachery, and it compromised all the good-fellowship that existed between the Indians and the garrison, and even the Chief Black Partridge, who had always been friendly, threw off his allegiance and became an enemy.

Rumors of the threatened danger at Fort Dearborn had reached Fort Wayne. Capt. Wells stationed there was a brother of Mrs. Heald. He started with fifteen Miamis to the rescue, and arrived on August 14th, finding the garrison without hope of deliverance. Evacuation at any cost had now been determined upon. Starvation was the only alternative. Kinzie left his family in charge of some friendly Indians, and volunteered to accompany the troops. His influence with the savages was great, and it was hoped that his presence might prevent an attack.

The evacuation occurred on the morning of the 15th. It was a sad spectacle. As the inmates left the palisades they were preceded by the post band which played the Dead March. Not a man or a woman among them expected to reach Fort Wayne. All felt that their doom was sealed. Capt. Wells led the little band of Miamis which formed the van. He had blackened his face in token, it is said, of his impending fate.

The evacuating party consisted of the garrison, about sixty-five men, officers included; the Miamis and leader, the wives and children of officers, soldiers and settlers—about one hundred and twenty-five persons, all told. They took their route along the southern shore of the lake beach. This was skirted by a range of sand hills. To the west of these hills, or say from the line of the present State street inward was the prairie or swamp lands, dry in the month of August, 1812. Much to the alarm of the fugitives the Pottawatomies took the prairie on the west side of the sand hills, and followed them at a distance. They must have reached a point on the shore at the foot of the present Eighteenth street, when Capt. Wells, who had been riding in advance, came galloping back with the announcement, "They are about to attack us, form instantly and charge upon them." These words were echoed by a volley from the sand hills. The massacre had begun.

At the very first discharge of the enemies' muskets, Capt. Wells' band of Miamis fled precipitately, their chief following.

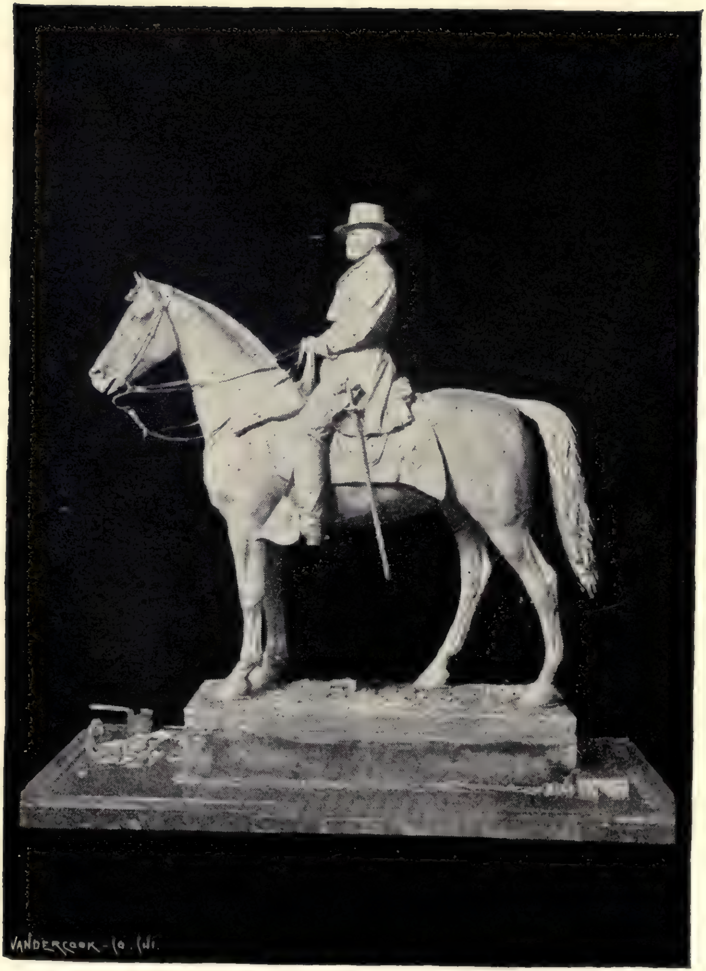
The whites fought with all the courage and energy of desperation. Again and again, the attacks of the Pottawatomies were repulsed, with great losses on both sides. Ensign Ronan, mortally wounded and kneeling on the sand, loaded and fired with deadly precision until he fell exhausted. Kinzie and Capt. Wells were fighting like madmen to protect the women and children. While the whites were charging on a squad of Indians hidden in a ravine, a young Indian brute climbed into a baggage wagon in which were the children of the white families, twelve in number, and slaughtered every one of them. The number of whites had been reduced to twenty-eight. After hard fighting near the ravine the little band succeeded in breaking through the enemy and gaining a rising ground not far from the present Oakwoods, or between Thirty-Fifth and Fortieth streets. The contest now seemed hopeless, and Lieut. Helm sent Perish Leclere, a half-breed boy in the service of Kinzie, to propose terms of capitulation. It was stipulated that the lives of survivors should be spared, and a ransom permitted as soon as possible.

It was then that the tidings of the massacre of the children reached Capt. Wells. "Is this their game," he cried, "butchering women and children. Then I will kill too!"

So saying he started for the Indian camp, where the Indians had left their squaws and children, pursued closely by Pottawatomies. He laid himself flat on the neck of his horse, loading and firing in that position, as he would occasionally turn on his pursuers. At length his horse was killed under him, and he was seriously wounded. While a couple of friendly Indians were trying to drag him to a place of safety he was stabbed in the back and killed. It is said the Indians took out his heart and chopped it into little pieces. Mrs. Corbin, the soldier's wife, fought like a tigress and refused to surrender, although safety and kind treatment were promised her, and was finally cut to pieces. Sergeant Holt finding himself mortally wounded, gave his sword to his wife, who was on horseback, telling her to defend herself. She, too, was wounded by Indians, who endeavored to capture her alive. She fought with desperation, and finally breaking away, fled to the prairies. She was captured, however, but her bravery saved her life, and, after some months of captivity, was turned over to her friends. Mrs. Heald, who was wounded, was on the point of being scalped, when a friendly Indian saved her life. Kinzie escaped and his family was unmolested during the outbreak. Two-thirds of the evacuating party were massacred. The remainder were finally returned to freedom.

Of course this event broke up the settlement at Chicago Portage. The fort was completely destroyed and the homes of the settlers were burned down. The place remained desolate until 1814, when the Government commenced the rebuilding of Fort Dearborn.

The new fort occupied the exact site of the one destroyed, and resembled it in construction. The government at this time also ordered a survey of the water-course between Chicago and the Illinois river. John Kinzie and family returned. The settlement began to fill up for the second time. Communication was opened with towns and settlements in southern Illinois. The tide of emigration turned toward the West. The waste places were taken up rapidly under the homestead act. Illinois was admitted to the Union in 1818. Chicago began to assume the appearance of a thrifty village, and from that time on, though interrupted now and then by dreadful calamities, her course has been steadily upward and onward. These calamities, as well as all other events in her history, are noted under appropriate headings in the Encyclopedia of this work.


VANDERCOOK-CO. CHI.

[Engraved for The Standard Guide Company.]
THE GRANT STATUE, LINCOLN PARK.
[See "Grant Statue."]

PART II.

CHICAGO AS IT IS.

Chicago, Cook County, State of Illinois, United States of America, is the second city on the American continent in point of population and commerce. Among the cities of the civilized world, it is only outranked in population by London, Paris, New York, Vienna and Berlin, in the order named. The U. S. census, taken in June, 1890, placed the number of inhabitants at 1,098,576. The school census, taken at the same time, generally believed to be far more reliable, increased the number to 1,208,669. Since then new districts have been annexed to the city, and the former ratio of increase has been more than maintained, so that a conservative estimate of the population of Chicago, in the summer of 1892, brings the figures up to 1,300,000.

The City of Chicago, incorporated March 4, 1837, comprised "the district of country in the County of Cook, etc., known as the east ½ of the southwest ¼ of section 33, township 40 north, range 14 east; also the east ¼ of sections 6, 7, 18 and 19, all of fractional section 3, and of sections 4, 5, 8, 9 and fractional section 10 (except the southwest fractional ¼ thereof, occupied as a military post, until the same shall become private property), fractional section 15; sections 16, 17, 20, 21 and fractional section 22, township 39 north, range 14 east." Since then there have been twelve extensions of the city limits.

The rapid growth of Chicago has been an enigma to those who have not intelligently investigated the conditions which have led to it. In reality it has only kept pace with the country of which it is the natural commercial center. Situated as it is on the southwest shore of Lake Michigan, in 41° 52′ N. lat. and 87° 52′ W. long., 854 miles from Baltimore, the nearest point on the Atlantic seaboard, and 2,417 miles from the Pacific ocean, directly on the highways from East to West and from the Great Northwestern States to the Atlantic; having all the advantages of a seaport town combined with those of a great inland feeder, it is not to be wondered at that within the space of half a century it grew from a mere hamlet to the dimensions of a great metropolis.

In 1837 the population of Chicago was 4,170. Ten years later it was

16,859. In 1855 it had grown to 80,000. In 1860 it was 100,206. In 1866 it was 200,418. In 1870 it was 306,605. In 1880 it was 503,185. In 1886 it was 703,817. In 1889, Hyde Park, Lake, a part of Cicero, Jefferson and Lake View, outlying towns, which had in fact years before become parts of the city, were annexed, and the school census of that year gave the population of the city at 1,066,213.

BANKING.

Chicago in volume of banking business transacted ranks next to New York, although Boston usually occupies second place in the clearing-house column which is published by the papers. Boston has fifty-one banks that clear, while Chicago has but twenty-two, yet the Chicago banks relatively do more business than the Boston banks. The fact that the clearing-house figures apparently give Boston a larger business cuts no figure in actual facts. Chicago really is the second city of the country in financial affairs.

Clearances for 1891.—The following were the monthly totals of clearings by the associated banks of this city for 1891:

Month.	1891.	1890.
January	$ 345,552,663	$296,038,598
February	293,225,066	253,052,263
March	333,991,989	304,703,836
April	247,709,049	323,624,385
May	391,093,736	374,969,955
June	374,708,913	358,607,984
July	362,129,768	350,804,127
August	361,884,577	342,118,026
September	398,157,726	359,984,613
October	421,521,165	405,679,992
November	401,965,054	364,309,585
December	423,945,524	359,252,540
Total	$4,456,885,230	$4,093,145,904
Total 1889.		3,379,925,189
Total 1888		3,163,774,463
Total 1887		2,969,216,211
Total 1886		2,604,762,912

Clearances, Comparative.—The following shows the bank clearings from 1866 to 1891 inclusive:

1866	$ 453,798,648.11	1879	1,257,756,124.31
1867	580,727,331.43	1880	1,725,684,894.85
1868	723,293,144.91	1881	2,249,329,924.73
1869	734,664,949.91	1882	2,393,437,874.35
1870	810,676,036.28	1883	2,517,371,581.24
1871	868,936,754.64	1884	2,259,680,391.74
1872	993,060,503.47	1885	2,318,579,003.07
1873	1,047,027,828.33	1886	2,604,762,912.35
1874	1,101,347,918.41	1887	2,969,216,210.60
1875	1,212,817,207.54	1888	3,163,774,462.68
1876	1,110,093,624.37	1889	3,379,925,188.67
1877	1,044,678,475.70	1890	4,093,145,904.00
1878	967,184,093.07	1891	4,456,885,230.00

Condition of State and National Banks.—The following tables prepared from the last statements furnished by the State banks to the Auditor and the national banks to the Comptroller are matters of interest and pride to every Chicagoan, and clearly establish the financial precedence of Chicago over all competitors with the exception of New York.

Deposits subject to check—		
National banks	$ 58,179,588	
State banks	29,821,158	$88,000,726
Savings deposits—		
State banks	15,605,907	15,605,907
Time and demand certificates—		
National banks	4,604,687	
State banks	5,118,008	9,722,695
To the credit of banks and bankers—		
National banks	50,961,740	
State banks	4,238,461	55,200,201
Grand total deposits		$168,528,559
The capital, surplus and undivided profits of the national banks—		
Capital	$21,298,680	
Surplus	9,378,950	
Undivided profits	3,116,193	$34,793,823
State banks—		
Capital	12,327,000	
Surplus	3,869,000	
Undivided profits	1,869,288	18,065,288
Total		$ 52,859,111

There was not a single bank failure in Chicago during the year 1891. Since the panic of 1873 there have been fewer bank failures in Chicago than in any other large American city.

BOARD OF TRADE TRANSACTIONS.

The Chicago Board of Trade is a world-renowned commercial organization. It exercises a wider and a more potential influence over the welfare of mankind than any other institution of its kind in existence, for it practically regulates the traffic in breadstuffs the world over. Its transactions are of far more importance to humanity in general than are those of the Exchange of London, the Bourse of Paris, or the Stock Exchange of New York. The volume of business transacted on the floor of the Chicago Board of Trade annually is amazing; the fortunes made and lost within the walls of the great building every year astonish the world. The membership of the Board of Trade is about 2,000—nearly all young men, full of the genuine Chicago spirit of enterprise, pluck and perseverance. Notwithstanding the severe criticisms to which the methods of the Board have been subjected from time to time, the commercial honesty and personal integrity of the members are recognized everywhere. On the Board of Trade there is a code of moral ethics which can not be violated with impunity. The member who is not known to be commercially honorable, or whose word has once been broken, or who has been detected in a disreputable transaction, loses caste among his fellows and is shunned for all time. Men lose fortunes here because they risk them, not on a game of chance, but in a trial of judgment. The Board of Trade building is one of the architectural monuments of Chicago. (See "Board of Trade Building.") The volume of business done on the Chicago Board of Trade during the year 1891 was largely in excess of any previous year of its history. The grain and produce business of Chicago is transacted on the Board of Trade. The following exhibits will give the stranger an idea of the immensity of the business done:

Barley—Receipts and Shipments: The following table exhibits the receipts and shipments of barley in this market during the past twenty-two years:

YEAR.	RECEIVED BUSHELS.	YEAR.	SHIPPED BUSHELS.
1870	3,335,653	1870	2,584,692
1871	4,069,410	1871	2,908,113
1872	2,251,750	1872	5,032,308
1873	4,240,239	1873	3,366,041
1874	4,354,981	1874	3,404,538
1875	3,107,279	1875	1,868,206
1876	4,716,360	1876	2,687,932
1877	4,990,370	1877	4,213,646
1878	5,754,059	1878	3,520,983
1879	4,936,562	1879	3,566,401
1880	5,211,536	1880	4,110,985
1881	5,695,358	1881	3,113,251
1882	6,488,140	1882	3,298,252
1883	8,831,899	1883	4,643,011
1884	7,849,829	1884	4,095,500
1885	10,760,127	1885	5,523,003
1886	12,511,953	1886	7,293,190
1887	12,170,402	1887	7,216,580
1888	12,387,526	1888	7,772,351
1889	12,524,538	1889	8,138,109
1890	15,133,971	1890	9,470,221
1891	12,228,480	1891	7,858,108

Exports of wheat and flour.—The exports of wheat and flour in wheat from all American ports monthly for four years were as follows:

MONTHS.	1891.	1890.	1889.	1888.
January	9,155,588	7,997,354	6,257,194	7,520,860
February	7,791,615	9,376,775	4,586,130	9,321,850
March	10,596,207	10,077,654	5,851,453	8,564,735
April	10,872,949	9,913,515	5,810,731	7,257,216
May	10,240,120	8,864,636	6,830,122	6,014,621
June	10,422,769	6,857,143	6,355,299	6,242,559
July	13,694,899	7,892,532	7,015,986	7,019,509
August	25,279,027	9,427,588	11,619,689	11,032,046
September	24,655,698	5,418,185	8,192,149	10,029,359
October	19,610,040	7,571,682	9,363,535	7,759,000
November	20,101,989	7,077,941	8,408,064	5,344,036
December	21,000,000	9,613,685	11,627,504	7,063,450

Corn—Receipts and Shipments: The following were the receipts and shipments of corn at Chicago during the past twenty-two years:

YEAR.	RECEIVED BUSHELS.	YEAR.	SHIPPED BUSHELS.
1870	20,189,775	1870	17,777,377
1871	41,853,138	1871	36,716,030
1872	47,366,087	1872	47,013,552
1873	38,157,232	1873	36,754,943
1874	35,799,638	1874	32,705,224
1875	28,341,150	1875	26,443,884
1876	48,668,640	1876	45,629,035
1877	47,915,728	1877	46,361,901
1878	63,651,518	1878	59,914,200
1879	64,339,311	1879	61,299,376
1880	97,272,844	1880	93,572,934
1881	78,393,395	1881	75,463,213
1882	49,061,775	1882	49,073,609
1883	74,412,319	1883	71,656,508
1884	59,580,445	1884	53,274,050
1885	62,930,897	1885	58,805,567
1886	62,535,126	1886	56,363,781
1887	51,538,217	1887	50,443,992
1888	74,208,908	1888	69,522,565
1889	79,920,691	1889	83,860,818
1890	81,117,251	1890	90,556,109
1891	72,770,304	1891	66,578 300

Flour—Receipts and Shipments: The following table exhibits the receipts and shipments of flour at Chicago during the past twenty-two years:

YEAR.	RECEIPTS. BBLS.	YEAR.	SHIPMENTS. BBLS.
1870	1,766,037	1870	1,705,977
1871	1,412,177	1871	1,287,574
1872	1,532,014	1872	1,361,228
1873	1,487,376	1873	2,303,490
1874	2,666,689	1874	2,306,576
1875	2,625,833	1875	2,285,113
1876	2,955,197	1876	2,6 4,838
1877	2,691,142	1877	2,482,305
1878	3,030,562	1878	2,779,640
1879	3,369,958	1879	3,090,540
1880	3,215,389	1880	2,862,737
1881	4,815,219	1881	4,499,743
1882	4,179,912	1882	3,843,067
1883	4,295,515	1883	3,999,441
1884	4,960,830	1884	4,808,884
1885	5,385,772	1885	5,240,199
1886	4,183,147	1886	3,607,232
1887	6,572,327	1887	6,362,580
1888	6,034,006	1888	5,493,212
1889	4,410,535	1889	3.916.454
1890	4,358,058	1890	4,134,586
1891	4,516,617	1891	4,048,129

Grain Exports.—The shipments of grain in transit and export to Canadian ports during the year 1891 were 3,824,084 bushels of corn; 1,012,547 bushels of oats; 1,128,918 bushels of wheat; 1,526,015 bushels of rye; total 7,491,600 bushels.

Grain Inspection.—The following shows the number of cars, boat-loads, and bushels of grain inspected on arrival in the city for the twelve months ending Oct. 31, 1891, and for the previous inspection year, also the out-inspection for the same periods:

	INSPECTED IN		INSPECTED OUT	
	1891.	1890.	1891.	1890.
Cars, number	277,216	272,956	....	....
Boats, number	422	640	....	....
Winter wheat, bushels	27,607,282	9,122,016	23,127,995	4,108,468
Spring wheat, bushels	15,114,838	9,321,784	8,048,566	4,090,471
Corn, bushels	66,294,496	94,991,620	41,218,563	57,285,534
Oats, bushels	73,299 216	74,605,342	14,161,975	16,839,843
Rye, bushels	8,119,510	3,085,129	5,573,607	1,666,253
Barley, bushels	11,042,163	13,378,080	2,079,177	1,753,839

Grain Storage Capacity.—The following table shows the regular grain warehouses of the city of Chicago at the present time.

NAME OF ELEVATOR.	PROPRIETORS.	RECEIVE FROM	CAPACITY BUSHELS.
Central A.	Central Elevator Co	I. C. R. R.	1,000,000
Central B.			1,500,000
C. B. & Q. A.	Dole & Co.	C. B. & Q.	1,250,000
do B			800,000
do C.			1,500,000
do D.			1,800,000
do D anx.			1,200,000
Rock Island A	Chas. Counselman & Co.	C. R. I. & P.	1,250,000
Rock Island B.	Congdon & Co.	C. R. I. & P.	1,000,000
Galena	City of Chicago Grain Elevators, limited	C. & N. W.	700,000
Air Line.			700,000
Fulton		C. M. & St. P.	400,000
St. Paul.			900,000
City.		R. R. & Canal.	1,000,000
Union.			800,000
Iowa		W. St. P. & P.	1,500,000
National	National Elevator & Dock Co.	C. & N. W.	1,000,000
Chicago & St. L.		R. R. & Canal.	1,000,000
Wabash.	Chicago Elevator Co.	Various R. R.	1,500,000
Indiana			1,500,000
Pacific B.	Chicago & Pacific Elevator Co.	C. M. & St. P.	1,000,000
Illinois River	Ill. River Elevator Co.	Canal.	175,000
Alton	G. A. Seaverns.	R. R. & Canal.	1,100,000
Alton B.	G. A. Seaverns.		500,000
Santa Fe	Santa Fe Elevator Co.	A. T. & S. Fe R. R.	1,500,000
Armour Elevator.	Armour Elevator Co.	C. M. & St. P. R. R.	2,000,000
Neeley's Elevator.	Illinois T. & S. Bank.	R. R. & Canal.	700,000
Total	....	....	28,675,000

Grain and Produce—Receipts and Shipments.—Following were the receipts and shipments of grain and produce for 1891, compared with 1890:

	RECEIVED.		SHIPPED.	
	1891.	1890.	1891.	1890.
Flour, barrels	4,516,617	4,358,058	4,048,129	4,134,586
Wheat, bushels	42,931,258	14,248,770	38,990,169	11,975,275
Corn, bushels	72,770,304	91,387,754	66,578,300	90,574,378
Oats, bushels	74,402,413	75,150,239	68,772,714	70,768,222
Rye, bushels	9,164,198	3 520,508	7,572,991	3,280,438
Barley, bushels	12,228,480	19,401,489	7,858,108	9,470,971
Grass seed, pounds	68,166,240	72,086,100	55,148,971	59,213,036
Flaxseed, bushels	11,120,138	6,642,905	9,990,798	6,594,581
Broom-corn, pounds	20,685,354	14,524,233	15,750,529	15,395,873
Cured meats, pounds	206,898,960	300,198,241	751,684,862	823,801,460
Canned meats, cases	41,744	36,324	1,253,480	1,767,650
Dressed beef, pounds	105,061,775	109,704,834	877,295,885	964,134,897
Beef, packages	2,400	2,702	138,074	145,897
Pork, barrels	13,970	77,985	278,553	392,786
Lard, pounds	74,021,945	147,475,267	362,109,099	471,910,128
Cheese, pounds	63,922,939	67,338,590	50,204,235	53,829,885
Butter, pounds	127,765,048	140,548,850	140,737,620	156,6 8,837
Hides, pounds	110,891,894	103,743,421	198,571,824	199,083,622
Wool, pounds	35,049,664	22,281,570	57,189,777	39,006,263
Coal, tons	5,201,633	4,737,384	830,563	724,109
Salt, barrels	1,345,573	1,412,550	835,069	957,310
Hay, tons	192,308	170,562	28,935	19,378

Hogs and Cattle Slaughtered in 1890.—In Chicago, during 1890, 2,219,312 cattle and 5,733,082 hogs were slaughtered, against, respectively, 1,763,310 and 4,211,766 in the previous year.

Received in 1891.—The receipts of hogs in 1891 were over 8,600,000, nearly a million more than were received in 1890, the previous banner year.

Live Stock Transactions.—The following is an exhibit of the business transacted at the Union Stock Yards, in this city, during the year 1891, as compared with the transactions of the year 1890:

RECEIPTS FOR 1891.

	CATTLE.	CALVES.	HOGS.	SHEEP.	HORSES.
January	274,379	7,490	1,068,260	205,132	818
February	223,443	6,012	933,873	175,217	12,198
March	24,286	8,336	861,902	265,350	11,867
April	201,168	10,402	523,528	208,924	10,153
May	220,683	13,440	569,115	185,881	9,871
June	235,618	26,782	571,421	167,581	6,926
July	288,983	28,292	468,497	169,793	5,213
August	260,765	23,357	394,499	160,399	5,605
September	358,223	31,398	456,584	187,545	7,183
October	372,338	25,127	654,999	191,473	8,091
November	290,256	16,971	1,008,396	140,509	5.209
December	281,237	7,776	1,068,762	155,723	4,062
Total	3,250,359	285,383	8,600,865	2,153,537	94,396

To bring the stock to the yards, 304,706 cars were needed. The above receipts show that Chicago, notwithstanding the establishment of great stock yards in cities to the west of us, still leads in the live-stock business.

RECEIPTS FOR 1890.

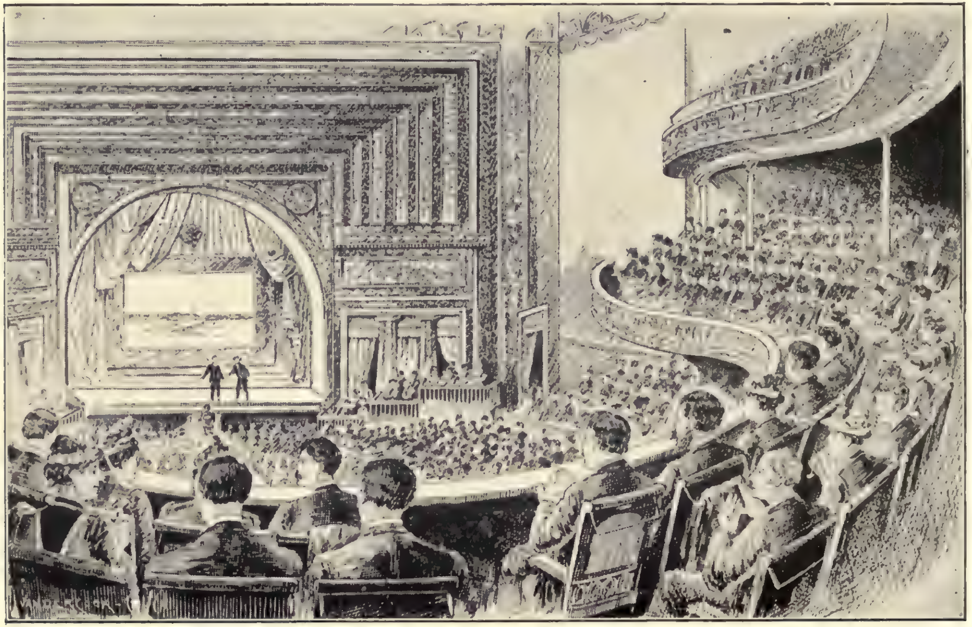
	CATTLE.	CALVES.	HOGS.	SHEEP.	HORSES.
January	283,356	6,278	807,798	165,973	6,261
February	232,796	5,028	563,836	153,452	9,385
March	246,592	6,288	534,086	171,495	12,927
April	259,747	11,131	467,599	191,260	11,459
May	299,090	9,767	537,977	172,823	11,027
June	284,037	19,909	601,076	181,466	9,020
July	328,290	26,425	612,355	143,958	7,574
August	294,433	21,939	574,207	185,174	8,081
September	332,706	24,952	518,337	218,754	8,061
October	382,098	21,555	146,344	219,107	7,064
November	263,511	13,125	878,992	163,361	6,019
December	277,684	8,631	821,221	195,844	4,625
Total	3,484,280	175,025	7,663,828	2,182,667	101,566

SHIPMENTS FOR 1891.

	CATTLE.	CALVES.	HOGS.	SHEEP.	HORSES.
January	93,046	3,944	232,048	88,420	7,379
February	87,980	2,359	328,463	65,866	12,007
March	96,258	958	380,893	80,312	10,760
April	70,031	529	292,548	91,135	9,636
May	76,756	394	278,269	67,567	8,747
June	67,943	5,808	254,364	53,239	6,534
July	83,454	5,699	223,712	44,909	4,700
August	88,162	4,826	176,368	43,798	4,865
September	114,480	3,729	200,097	47,653	6,494
October	109,958	7,735	217,662	25,684	7,434
November	85,760	5,398	179,821	25,774	4,784
December	92,936	2,969	189,869	34,512	3,933
Totals	1,066,264	48,331	2,902,514	688,205	82,773

SHIPMENTS FOR 1890.

	CATTLE.	CALVES.	HOGS.	SHEEP.	HORSES.
January	124,315	2,062	141,746	68,922	[illegible]
February	112,675	1,469	227,987	68,747	8,872
March	119,213	702	211,022	75,474	12,335
April	131,249	1,053	143,131	64,639	10,425
May	139,888	653	121,903	59,554	10,611
June	86,976	5,476	128,841	85,401	8,350
July	107,016	7,457	158,612	40,620	6,803
August	100,284	10,539	157,623	99,962	7,431
September	106,234	11,682	191,797	107,572	7,356
October	108,195	11,018	214,170	96,675	6,402
November	74,446	5,531	157,826	63,881	5,803
December	85,818	3,819	132,022	78,416	4,339
Totals	1,260,309	61,466	1,985,700	929,854	94,362



[Engraved for The Standard Guide Company.]

INTERIOR VIEW OF McVICKER'S THEATRE.

[See " Amusements."]

Produce—Receipts and Shipments for Two Years.—The following table exhibits the receipts and shipments of flour, grain, live stock and produce at Chicago for the past two years:

	RECEIVED.		SHIPPED.	
ARTICLES.	1891.	1890.	1891.	1890.
Flour, barrels	4,516,617	4,358,058	4,048,129	4,134,586
Wheat, bushels	42,931,258	14,248,770	38,990,169	11,975,276
Corn, bushels	72,770,304	91,387,754	66,578,300	90,574,379
Oats, bushels	74,402,413	75,150,249	68,772,714	70,768,222
Rye, bushels	9,164,198	3,520,508	7,572,091	3,280,433
Barley, bushels	12,228,480	19,401,489	7,858,108	9,470,971
Grass seed, pounds	68,166,240	72,086,100	55,148,971	59,213,036
Flaxseed, bushels	11,120,138	6,612,905	9,990,798	6,594,581
Broom-corn, pounds	20,685,354	14,524,233	15,750,529	15,395,873
Cured meats, pounds	206,898,960	200,198,241	751,684,862	823,801,460
Canned meats, cases	41,744	36,324	1,253,480	1,767,654
Dressed beef, pounds	105,061,775	109,704,884	877,295,885	964,134,807
Beef, packages	2,460	2,702	138,074	145,890
Pork, barrels	13,970	77,985	278,553	392,786
Lard, pounds	74,021,945	147,475,267	362,109,099	471,910,128
Cheese, pounds	63,922,939	67,338,590	50,204,235	53,829,885
Butter, pounds	127,765,048	140,548,850	140,737,620	156,6[illegible]8,837
Dressed hogs, No	9,901	14,267	121,965	148,859
Live hogs, No	8,683,195	7,653,828	2,967,775	1,985,700
Cattle, No	3,271,585	3,414,280	1,17[illegible],200	1,[illegible]60,309
Sheep, No	2,164,464	2,182,667	693,210	1,252,873
Hides, pounds	110,891,894	103,743,421	198,571,824	199,083,6[illegible]2
Wool, pounds	35,049,664	22,281,570	57,189,777	39,006,263
Coal, tons	5,201,633	4,737,384	83[illegible],563	724,019
Lumber, M	2,045,418	1,941 392	865,949	912,655
Shingles, M	303,895	515,575	99,855	108,822
Salt, barrels	1,345,573	1,412,550.	835,069	957,310
Hay, tons	192,308	170,562	28,935	19,373

Railroad Live Stock Transactions.—Chicago, during the quarantine year beginning February 15 and ending November 30, 1891, received 576,993 cattle and 78,383 calves in Texas division, against 540,962 cattle and 65,811 calves in 1890. Receipts the past year were brought in by nine railroads, as follows: Chicago & Alton, 189,275 cattle, 37,522 calves; Wabash, 129,907 cattle, 18,135 calves; Chicago, Burlington & Quincy, 105,382 cattle, 11,739 calves; Santa Fe, 64,086 cattle, 5,814 calves; Illinois Central, 31,376 cattle, 3,998 calves; Chicago, Rock Island & Pacific, 28,754 cattle, 141 calves; Chicago, Milwaukee & St. Paul, 20,220 cattle, 1,034 calves; Chicago, St. Paul & Kansas City, 7,643 cattle; C. & E. I., 350 cattle. Cattle averaged 24.6 and calves 85 to the car. About 111,000 head of Texas cattle were received outside of the quarantine district during 1891.

Combined receipts of Texas and Western range cattle for 1891 were 1,959,530, being about a third of the entire receipts. The number of rangers was 173,000 larger than in 1890, while the arrivals of native cattle were 418,000 smaller than in 1890.

From July 6 to November 20, 1891, the Home Land and Cattle Company marketed 14,000 Montana-Texas cattle in Chicago that averaged about 1,190 pounds. The first shipment sold at $4.75 and the second lot at $5.25; July 27 some sold at $4.40; July 29, at $4.30; August 5, at $3.60; Aug. 10, at $3.75; Aug. 17, at $3.50; Sept. 4, at $4.35; September 11, at $4.25; Sept.

18, at $3.40; Sept. 21, at $3.95; Sept. 28, at $3.10; October 26, at $3.50; Nov. 2, at $3; Nov. 7, at $2.90; Nov. 11, at $3.30; and the last shipment, Nov. 20, at $3.20, which gives a general idea of the course of values for Western rangers during the past season.

Only one lot of Texas cattle sold last April above $5.25. The $5.75 bunch was for some grade-Hereford Texas, averaging 1,060 lbs

During 1891 Kansas City received 1,272,600 cattle, 76,710 calves, 2,599,200 hogs, 387,000 sheep, and 32,000 horses, showing a decrease of 203,000 cattle, 200 calves, 276,000 hogs, 151,000 sheep, and 5,300 horses, compared with arrivals for 1890.

South Omaha received 601,600 cattle, 1,538,000 hogs, 175,200 sheep, and 8,960 horses during 1891; showing a decrease of 17,200 cattle and 182,000 hogs, and an increase of 19,400 sheep and 3,900 horses, compared with arrivals for 1890.

Provision Storage Warehouses.—The list of regular provision warehouse is as follows:

The Allerton Packing Co.; The Anglo-American Packing Co.; Armour & Co.; John Cudahy; Chicago Dock Co.; Cyrus Dupee; H. M. Dupee; Henry D. Gilbert & Co.; International Packing Co.; Jones & Stiles; Hately Brothers; Thomas J. Lipton; John Morrell & Co., Ltd.; Moran & Healy; Michener Bros. & Co.; Swift & Co.; The Stock Yards Warehouse Co.; Underwood & Co.; J. H. Winterbotham & Co.; The W. H. Silberhorn Co.; The T. E. Wells Co.; The North American Provision Co.; The Chicago Packing and Provision Co.

Rye Receipts and Shipments.—The following were the receipts and shipments of rye in this market for the past twenty-two years.

YEAR.	Received, Bushels.	YEAR.	Received, Bushels.	YEAR.	Shipped, Bushels.	YEAR.	Shipped, Bushels.
1870	1,093,403	1881	1,363,552	1870	913,627	1881	1,104,452
1871	2,011,788	1882	1,954,516	1871	1,325,685	1882	1,773,148
1872	1,129,086	1883	5,484,259	1872	776,805	1883	3,838,557
1873	1,189,464	1884	6,327,516	1873	960,613	1884	4,365,745
1874	781,181	1885	1,892,760	1874	335,077	1885	1,216,961
1875	699,583	1886	936,547	1875	310,592	1886	817,553
1876	1,447,917	1887	847,009	1876	1,433,976	1887	690,830
1877	1,728,865	1888	2,767,571	1877	1,553,374	1888	1,744,380
1878	2,490,615	1889	2,605,984	1878	2,025,654	1889	2,801,366
1879	4,497,340	1890	3,520,508	1879	2,234,363	1890	3,274,382
1880	1,869,218	1891	9,164,198	1880	1,365,162	1891	7,572,991

Speculative Business of the Board.—The increase in speculative business on the board is indicated by the annual reports for the last two years of the Chicago Board of Trade clearing-house. The monthly and total clearings and balances for 1891 were as follows:

DATE.	CLEARINGS.	BALANCES.
January	$ 5,388,707 50	$ 1,827,504 54
February	4,869,450 00	1,761,682 52
March	11,001,201 50	3,246,496 08
April	11,955,196 25	3,751,432 41
May	13,480,938 50	3,763,091 79
June	9,929,296 25	2,938,934 28
July	8,978,752 59	2,592,515 61
August	13,232,350 00	4,240,611 20
September	8,202,817 17	2,444,962 09
October	6,064,626 25	1,911,967 87
November	5,131,768 75	1,810,142 53
December	5,848,425 00	2,141,486 65
Totals	$104,083,529 67	$32,430,827 57

Total balances for 1890 were reported at $28.190,093.56, against $18,763,093.56 in 1889, and $30,153,835.15 for 1888. The clearings in 1890 were more than $31,000,000 greater than in 1889. The clearings of 1891 exceeded those of 1890 by over $18,000,000.

CLIMATE OF CHICAGO.

The climate of Chicago is healthful and beautiful, though the weather sometimes goes to extremes in summer and winter. The air is cool and bracing through most of the summer, and hot nights are very rare. Many thoughtful persons attribute the wonderful growth of the city to the stimulating atmosphere which arouses all the latent energy in the human system, and makes possible the hard mental and physical labor of the people. The mean barometric pressure during a period of ten years was discovered by the United States signal office to have been 29,303 inches; the mean annual temperature 40.06°, the mean annual precipitation 36.64 inches and the mean annual humidity of the air 70.9, 100 representing complete saturation. The maximum annual precipitation averaged about 46 inches during this period. The highest mean temperature was 51.40°, the lowest 45.42°. Although the mercury reaches the nineties in the summer at times, and falls below zero in winter, this is rarely the case. In winter the cold is tempered by the lake, and extremely severe weather seldom continues longer than a week at a time.

Mean Temperature.—The mean temperature of Chicago for 1891, as observed by the United States Signal office, was as follows: January, 30.2; February, 28.6; March, 30.6; April, 47.0; May, 53.4; June, 65.7; July, 67.0; August, 69.0; September, 69.0; October, 52.6; November, 33.8; December, 35.4.

Excessive Frecipitation at Chicago.—Statement showing dates of excessive precipitation at Chicago, from October, 1871, to December, 1891, inclusive, with the duration and rate of fall:

DATES.	Fall equaling or exceeding the rate of 1 inch per hour.			Fall of 2.50 inches or more in twenty-four hours.		
	AMOUNT.	DURATION.		AMOUNT.	DURATION	
		H.	M.		H.	M.
December 22-23, 1871				2.50	23	30
September 28-29, 1872				2.70	18	45
May 1-2, 1873				2.82	24	00
August 15, 1875	1.00	1	00			
September 9-10, 1875				3.50	23	50
January 18, 1876	1.00	1	00			
June 8, 1876	0.84	0	30			
October 19-20, 1877				2.55	24	00
July 25-26, 1878				4.14	13	40
May 25, 1879				2.77	23	00
July 6-7, 1879				3.32	23	30
November 11-12, 1881				3.38	24	00
November 5-6, 1883				3.39	24	00
March 25-26, 1884				3.26	21	55
June 1-2, 1885				3.34	8	03
August 2-3, 1885				5.90	24	00
August 23-24, 1885				2 95	24	00
May 28, 1888	0.75	0	19			
July 3, 1888	0 75	0	23			
July 31, 1888	1.00	1	00			
August 2, 1888	0 67	0	33			
July 3, 1889	0.28	0	10			
July 12, 1889	0.25	0	10			
July 18-19, 1889	1.55	0	35			
July 27, 1889	4.02	3	34	4.02	3	34
September 4, 1889	0.25	0	10			
August 14, 1890	1.00	0	34			

COMMERCE OF CHICAGO.

The Commerce of Chicago has grown in volume from a total of $20,000,000 in 1850 to a total of $1,459,000,000 in 1891. The increase in the trade of the city from year to year during the period named is shown by the following table. The figures in the twentieth line are for the twelve months from October 11, 1871, to October 11, 1872, the series having been interrupted by the great fire:

YEAR.	IN CURRENCY.	IN GOLD.	YEAR.	IN CURRENCY.	IN GOLD.
1891	$1,459,000,000	$1,459,000,000			
1890	$1,380,000,000	$1,380,000,000	1878	655,000,000	650,000,000
1889	1,177,000,000	1,177,000,000	1877	621,500,000	595,000,000
1888	1,125,000,000	1,125,000,000	1876	652,000,000	587,000,000
1887	1,103,000,000	1,103,000,000	1875	657,000,000	566,000,000
1886	997,000,000	997,000,000	1874	639,000,000	575,000,000
1885	959,000,000	959,000,000	1873	596,000,000	514,000,000
1884	933,000,000	933,000,000	1871-'72	490,000,000	437,000,000
1883	1,050,000,000	1,050,000,000	1870	439,000,000	377,000,000
1882	1,045,000,000	1,045,000,000	1869	450,000,000	336,000,000
1881	1,015,000,000	1,015,000,000	1868	434,000,000	310,000,000
1880	900,000,000	900,000,000	1860	97,000,000	97,000,000
1879	764,000,000	764,000,000	1850	20,000,000	20,000,000

These figures were prepared by the commercial and financial writers of *The Chicago Tribune*, men who have been careful students of the commerce of Chicago for years, and may be depended upon implicitly. [See "Banking" "Board of Trade Transactions," "Manufactures," "Maritime Interests," etc., in their proper alphabetical order.]

Internal Revenue Receipts.—The following shows the total receipts of the United States Internal Revenue office in this city for each month of 1890 and 1891:

MONTHS.	1890.	1891.	STAMPS SOLD.	
January. .. .	$ 869,242.21	$ 1,056,140.22		
February . ..	859,832.51	1,021,732.48		
March.........	915,152.48	1,10 ,497.97	Beer stamps sold..............	$2,232,351.31
April	1,085,998.62	1,160,952.09	Spirit stamps sold	7,709,233.9
May...........	1,232,204.52	1,074,941.95	Cigar stamps sold........ ...	529,468 11
June..........	1,047,960 71	1,017,869.22	Snuff stamps sold.....	12,386.07
July	1,158,308.27	974,024.06	Tobacco stamps sold	413,223.39
August..	1,16 ,310.18	953,144.18	Cigarette stamps sold.... ...	1,548 95
September...	1,182, 95.28	998,898.08	Oleomargarine stamps sold..	666,2 3.74
October.	1,363,628.64	979,786.41	Special stamps sold...........	422,480.10
November ...	1,252,192.65	878,547 19		
December.....	1,311,670.26	1,006,734.54		
Totals.....	$ 13,518,89 ,33	$ 12,227,359.99		

Lumber Trade of Chicago.—The lumber trade in Chicago during 1891 assumed proportions not equaled in any former year. The amount of white pine lumber consumed during 1891 exceeded by two hundred million feet that of any previous year. It is estimated that there was consumed in 1891, 100,000,000 feet more than in 1890, which is largely due to the consumption of lumber at the World's Fair, at which a close estimate places the number of feet to be 50,000,000. The exact receipts of white lumber up to December 19, 1891, were 2,025,817,000 feet; shingles 295,804.000. The receipts of 1890 were 1,935,135,000 feet of lumber; showing a difference of 180,682,000 in favor of 1891, while the shingles received in 1890, were 308,875,000 greater than in 1891, or in round numbers 504,680,000. While the receipts in 1891 were not as large as those in 1888, yet more lumber was handled and sold.

Output of Chicago Breweries.—The output of the Chicago breweries for 1891 was 3,000,000 barrels. It was the most prosperous year in the history of the brewing business of this city.

COUNTY ORGANIZATION.

The government of Cook county, Illinois, is vested in a Board of County Commissioners, consisting of fourteen members, elected for four years, half of whom retire biennially. The salaries of these commissioners amounted to $33,551 for 1892. The presiding officer is elected from their number. The Board has the direction and control of all county officers, collects through the County Treasurer the revenues of the county, and appropriates money for the maintenances of the courts, jail, insane asylum, poor-house, county hospital, court-house building, sheriff's office, county clerk's office, coroner's office, etc., and has general supervision of county highways, bridges, etc. The County Board is entirely independent of the City Council, although the jurisdiction of the latter extends over a large portion of the county, included within the corporate limits:

Cook County Court House.—Occupies the entire east half of block, bounded by Washington, Dearborn, La Salle and Clark sts., in the center of the business district of the South side, the west half being occupied by the City Hall. This magnificent pile was erected in 1876-77 at a cost of about $3,000,000, and is one of the handsomest public buildings in the county. It is at present four stories in height, and two additional stories are to be added during the present year at a cost of $275,000. [See "Guide."] In this building are located the County, Probate and various Circuit and Superior courts, the Law Library, and all the County offices, except that of the State's (or prosecuting) attorney which is located in the Criminal Court building, North side.

Coroners' Inquests.—The report of the Coroner of Cook County for the year 1891 contains the following facts: He was called upon to inquire into the deaths of 1,938 persons. Of that number 399 death certificates were issued showing that no inquest was necessary. Of the remainder of the deaths, 323 were caused by the railroads of the county. Ninety-seven of that number were citizens killed at the dangerous grade crossings; fifty-nine were employes of the roads and were killed in the performance of duty; twenty-seven were passengers who met death in wrecks; fifteen fell from moving trains; 122 were killed while walking on the tracks; twenty-three in attempting to jump from a moving train, and one in a manner unknown. Twelve hundred and fifteen of the cases were males and 284 females; 1,469 were white and only thirty colored. Most of the victims, 438 were laborers; the next classes represented being housewives and mechanics, of whom there were 111 each. The causes of death and the number of victims are as follows: Natural causes, 63; heart disease, 58; suicide, 270; drowned, 145; fell from buildings, 59; consumption, 3; exposure, 3, fell from wagon, 40; fell from scaffold, 47; apoplexy, 5; poison accidental, 18; railroad accidents, 323; abortion, 6; infanticide, 8; hemorrhage of lungs, 1; fell from stairs, 23; elevator accidents, 24; street car accidents, 14 grip accidents, 28; convulsions, 8; burns and scalds, 70; old age and debility, 2; asphyxiation, 48; machinery accidents, 51; homicide, 60; shot accidentally, 15; run over by wagon, 37; intemperance, 17; pneumonia, 6; falling timber, 1; boiler explosion, 10; suffocation, 15; shot (self defense), 5; sunstroke, 3; fell from horse, 1; kicked by horse, 4; struck by lightning, 1; burned in private building, 11; manhole explosion, 1; total, 1,499. Of the 270 suicides 198 were married and 72 single; 85 were Americans, the Germans coming next with 84. More suicides were committed in August than in any other month, there being 29, while November had the smallest number, 17. The favorite mode of taking lif was by poison, and the favorite poison was morphine, 29 of the 94 poisoning cases being by the "morphine route." Of the 270 suicides, 41 were adjudged insane, 85 were actuated by despondency and 23, so said the jurors, were caused by domestic infelicity. Two hundred of the cases of suicide were male. Thirteen were persons between ten and twenty years old, 69 between twenty and thirty years, 65 between thirty and forty years, 62 between forty and fifty years, 25 between sixty and seventy years, and 8 between seventy and eighty years. There was one over eighty. Seventy-one persons were held to the grand jury at inquests.

County Insane Asylum.—Located at Dunning, a suburb of Chicago. Take train at Union depot, Canal and Adams streets. This institution is a large and costly structure, surrounded by spacious grounds, far enough removed from the city to make the location a quiet and healthful one. Numerous additions in the way of cottage-wards have been made to relieve the over-crowded condition of the main building. The current expenses of 1891 were: salaries, $44,111.68; supplies, repairs, etc., $112,006.87. During 1891, 516 were admitted, 238 discharged; 364 were transferred to State Hospitals for the insane; 127 died. The daily average under treatment in 1891 was 983. In his annual report for 1890 the Superintendent of the Institution made the following remarkable and cheerful statement regarding the insane and the prospects of their recovery. "I would here call attention to a fact, and that is where those that are insane are placed under proper treatment in well-arranged hospitals within the first three months of the inception of the disease the chances for recovery are about as good as from any serious bodily ailment. The average of cures when this class of disease is thus treated will range as high as 60, 65 and even 70 in 100."

County Jail.—Situated in the rear of the Criminal Court building, Michigan st., between Clark st. and Dearborn ave., North Side. Entrance from Michigan street. Visitors admitted by permission of the sheriff. The jail, like the Criminal Court building, has long since ceased to meet the demands made upon it by the extraordinary growth of the city, and the consequent and natural increase in the number of criminals. It is an old-fashioned prison, built after the manner of the jails constructed in the early years of the present century. It lacks every modern improvement, and will, doubtless, soon be replaced by a much larger and a better structure. The jail is connected with the criminal court building by a "bridge of sighs," over which the culprits pass for trial and after conviction. Aside from this entrance, which is never used except by deputy sheriffs and jailers in discharge of their duties, there is but one entrance, and that is up a narrow flight of steps leading from the open court between the two buildings. At the head of these steps is a double iron gate, where stands the outer turnkey. If he admits you, you find yourself in the jail office. On one side, as you face the prison entrance, is the head-jailer's room; on the other, the office of the jail clerk. Before going farther, you must have a permit. If you secure it, you are admitted into the "Cage," an iron-bound arrangement covered with several thicknesses of wire netting, through the meshes of which you can hardly poke your finger. If you wish to see a prisoner, he is called, and you must talk to him through this netting. Here it was that the "Tiger Anarchist" Lingg received from his sweetheart the dynamite cartridge which he exploded in his mouth, killing himself, the day before that set for his execution. As you look straight in front of you, with your back to the jailer's door, you will see the cell in which the suicide occurred. It is on the ground floor. Along the same line of cells the Anarchists were confined. Just above, on the next balcony, is "Murderers' Row," from which a number of unfortunates have gone forth during the past twenty years to find the gallows waiting for them on the other side of the cell building. The cell balconies, just as you see them before you, four in number, run all around this interior building. At the northeast corner of the cell building, the gallows is always erected, and here the Anarchists were hanged. [See "Haymarket Massacre."] There is nothing of interest to be seen inside the jail, unless you have a morbid desire to witness the pale, hopeless faces of the prisoners. There are four departments: Men's, Women's Boys' and Debtors'.

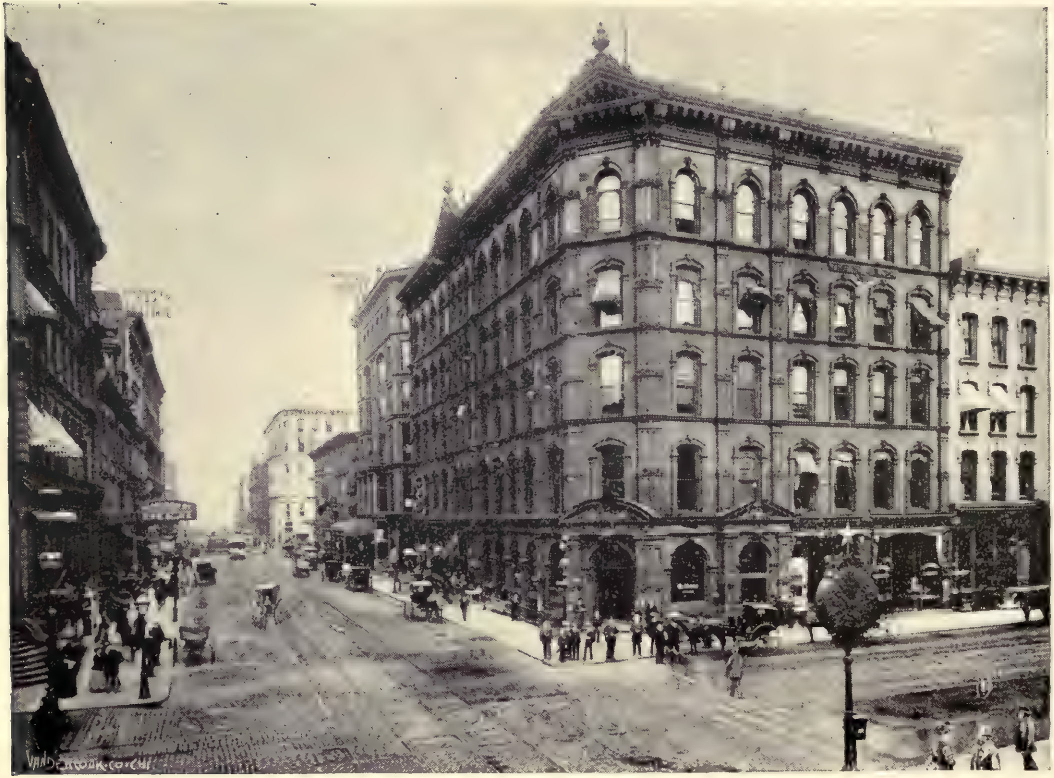
County Poor House.—Located at Dunning, a suburb of Chicago. Take train at Union depot, Canal and Adams streets. This institution is not remarkable in any sense, save as the home of the most wretched class of paupers of the county. It was conducted at an expense of $23,397 for salaries, and $86,419.79 for supplies, repairs, etc., last year. The second item also includes expenses of the County Poor Farm.

Cost of County Officers.—The following were the estimated and actual receipts of county officers, over and above their own salaries, for 1890:

COUNTY OFFICERS.	Estimated Receipts for Year.	Actual Receipts 6 ms. June 1.
County Treasurer	$210,000 00	$ 5,641 15
Recorder of Deeds	175,000 00	92,025 92
County Clerk and Clerk County Court	122,000 00	58,432 47
Clerk Probate Court	40,000 00	27,000 55
Clerk Circuit Court	55,000 00	32,950 70
Clerk Superior Court	40,000 00	20,689 75
Sheriff	25,000 00	14,099 72
Clerk Criminal Court	....	1,029 80
Total	$667,000 00	$251,850 06

Detention Hospital for the Insane.—New building corner of Wood and Polk streets, West Side. Take Ogden avenue cable line. The accommodations for those awaiting action of the court on their sanity are much improved here.

Expenses of Cook County.—Following are the estimated receipts and expenses of Cook county (in which Chicago is situated) for the year 1892. They are upon a basis of a valuation of taxable property to the amount of $282,676,167, of which $223,859,166 is for real estate, $48,795,740 for personal property and $15,021,261 for railroad property. The total amount admits of receipts from the tax levy at 75 cents on $100 of $2,121,075.25, of which the amount


VANDERCOOK-CO-CHI

[Engraved for The Standard Guide Company.]

CHICAGO TRIBUNE BUILDING, MADISON AND DEARBORN STS.

[See "Newspapers."]

o $1,902,071.25 is available for county purposes. This is to be distributed among the various county institutions as follows:

Institutions, Etc.	Salaries.	Supplies, Etc.
Hospital	$ 62,756	$130.000
Institutions at Dunning	15,580	240,000
Insane Asylum	55,257	....
Poor House	23,397	....
Sheriff's Office	219,340	60,000
Clerk of Criminal Court	29,750	2,000
County Agent	25,000	90,000
Coroner	19,000	1,000
County Board	33,251	....
Comptroller	12,720	8,000
Public Service	11,230	4,000
State's Attorney	22,400	5,000
County Attorney	6,160	10,000
Superintendent of Schools	4,100	1,500
Normal School	25,000	11,000
County Physician and Detention Hospital	7,580	7,000
County Clerk	14,500	....
Treasurer	6,000	....
Recorder	12,000	....
Clerk Circuit Court	7,500	....
Clerk Superior Court	7,500	....
Clerk Probate Court	4.500	....
Election Expenses	....	50,000
Total	$624,521	$619,500

The total amount of the tax levy is to be appropriated as follows:

Salaries and election expenses	$ 624,521.00	Contingent fund	$ 67,475.25
Supplies, repairs, etc	619,500,00	Building purposes	400,000 00
Interest and principal on debt	219,000.00		
Miscellaneous purposes	190,575.00	Total	$2,121,071.25

The estimated receipts from county officers, over and above the salaries to be paid out of these receipts, are about as follows:

County treasurer	$265,000	Clerk Circuit Court	90,000
Recorder	225,000	Clerk Superior Court	70,000
County Clerk	175,000	Sheriff	25,000
Clerk Probate Court	80,000		
Clerk Criminal Court	2,000	Total	$932,000

It is proposed to pay out of these resources, which are outside the tax levy, the following salaries and expenses:

Jurors and witness fees, etc	$150,000	Clerk Circuit Court	46,956
Judges County and Probate courts	17,000	Clerk Superior Court	37,000
Judges Circuit and Superior courts	63,000	Clerk Probate Court	48 320
County treasurer	183,972		
Recorder	173,830	Total	$867,600
County clerk	147,522		

The synopsis of these figures show that if the expenses are kept within the estimates there ought to be a surplus of $64,400 to the credit of the county at the end of the present year.

Expenses of Cook County in Detail.—The County Hospital will cost only $192,756 for 1892. The pay-roll contains 141 employes, besides training school nurses in twelve wards. The salary list is estimated at $62,756, and the amount required for supplies and repairs is put at $130,000. The salaries range from $166 to $15 per month.

It will cost $255,580 to run the office of general superintendent of the county institutions at Dunning, of which $240,000 is for supplies and $15,580 for the salary list, including twenty-nine employes. The general superintendent gets $208 a month and the stenographers $25 each.

The regular pay-roll of the Insane Asylum is to include forty-two names outside of the attendants. The estimate provides for eighty-four regular attendants at $30 a month each, and seventeen extra attendants, when required, at the same figure. The total salary list is $55,257.

The poorhouse salary list is not half so large. There are sixty-five employes provided for at an expense of $23,397. In both the asylum and the poorhouse there is a graduated scale of wages for nurses and attendants, reaching a maximum of $25 for poorhouse nurses and of $30 for asylum attendants, after six months' service.

The sheriff's office next receives attention. There are 177 employes said to be needed to run this office, at a cos of $196,740. The chief deputy receives $208 a month and the chief clerk and jailer $166 each. Twenty-four deputies, nineteen at $150 and five county deputies at $125 a month, draw $41,700 this year, while twenty-five bailiffs of the Criminal Court and thirty-eight bailiffs of the other courts, at $100 a month each, will receive $75,000 by next New Year's. Additional help allowed by the court for this year brings the total salary list of the Sheriff's office up to $219,340. The supplies for the Court-House, Jail and Criminal Court Building will, it is estimated, cost $60,000.

The office of Clerk of the Criminal Court will cost $2,000 for supplies and repairs and $29,750 for salaries of twenty-two men.

The salary list of the County Agent's office is placed at $25,000, and the amount needed for repairs and supplies at $90,000. The Coroner's salary list is made $19,000, and the supply and repair account $1,000.

The County Board salary list is fixed at $33,251. For the County Comptroller's office the salary list is $12,720, and supplies for Comptroller and County Board $8,000. The office of Superintendent of Public Service will cost $11,230 in salaries and $4,000 for supplies, repairs and advertising. The State's-Attorney's office salary list is $22,400, divided among the State's-Attorney, five assistants and a stenographer. The sum of $5,000 is provided for supplies.

The salary list of the County Attorney's office is placed at $6,160 and the supply and repair account at $10,000.

For the County Superintendent of School's office $4,100 is allowed for salaries and $1,500 for repairs. The Normal School salary list is put at $25,000 and supplies and repairs, $11,000. For County Physician and Detention Hospital $7,580 is expected to be needed in salaries and $7,000 in supplies and repairs.

Judiciary of Cook County.—There is one county, one probate and eighteen judges of the Superior and Circuit Courts. For cost of same see "Expenses of Cook County."

Taxable Valuation of Cook County Property.—The total valuation of all the taxable property in Cook County is $282,676,167. The total real estate valuation aggregates $223,859,166; personal property, $48,795,740; railroad property, $15,021,261.

ELEEMOSYNARY SUPPORT.

The city of Chicago supports entire or aids in the maintenance of several eleemosynary institutions, charities and pension funds, as follows:

Erring Woman's Refuge for Reform.—Receives a percentage of certain fines imposed in police courts, according to act of the general assembly, approved March 31, 1869.

Firemen's Pension Fund.—This fund receives 1 per centum of all revenues collected or received from licenses issued during each year, according to an act of the general assembly, approved May 13, 1887, in force July 1, 1887.

House of the Good Shepherd.—This institution also receives a per centum of certain fines imposed by the police courts, according to act of the general assembly, approved March 31, 1869.

Illinois Humane Society.—This society is entitled to fines collected through the agency of the organization, for the prevention of cruelty to animals, according to an act of the general assembly, approved June 28, 1885, in force July 1, 1885.

Police Pension Fund.—This fund receives 2 per centum of all moneys received from licenses for saloons or dramshops, ¾ of dog tax, ¼ of all moneys received for licenses granted pawnshops, ¼ of all moneys received for licenses granted second-hand dealers, ¼ of all moneys received from moneys for licenses granted junk dealers; all moneys collected for fees for carrying concealed weapons; ½ of all costs collected for violation of city ordinances, according to an act of the general assembly, approved April 29, 1887; in force July 1, 1887.

Washingtonian Home.—This institution receives a per centum of moneys collected for saloon licenses, not to exceed $20,000 per annum, according to act of the general assembly, approved February 16, 1867, amended by an act in force July 1, 1883.

FEDERAL REPRESENTATION.

The civil authority and functions of the Federal government are represented in Chicago by the United States courts—Circuit (Walter Q. Gresham, judge) and District (H. W. Blodgett, judge), and their officers, including the U. S. District Attorney, U. S. Marshal and U. S. Commissioners; by the Collector of Customs, the Collector of Internal Revenue, the U. S. Sub-Treasurer and minor officers.

United States Courts.—The United States Courts are two in number, the Circuit (Judge Walter Q. Gresham), the District (H. W. Blodgett). An Associate Justice of the Supreme Court of the United States sits here also on stated occasions. The courts are located in the post-office (or government) building; clerk, W. H. Bradley. The United States Court of Claims is represented by U. S. Commissioner Hoyne, room 52 post-office building, and Simeon W. King, M. E. Church block.

U. S. Officers in Chicago.—The United States officers in Chicago, aside from the postmaster, are the Collector of Customs, Collector of Internal Revenue, U. S. Sub-treasurer, Special Agent U. S. Treasury, U. S. Appraiser, U. S. District Attorney, U. S. Engineer, U. S. Inspector of Life-saving Stations, U. S. Inspector of Steam-vessels, Surgeon of U. S. Marine

Hospital, U. S. Marshal, U. S. Pension Agent, Superintendent of U. S. Secret Service, U. S. Signal Officer and U. S. Lighthouse Inspector. The offices of all of these, excepting the appraiser's (210 Market street) and the U. S. Signal offices (seventeenth floor of the Auditorium building), are located in the post-office building.

FIRE DEPARTMENT.

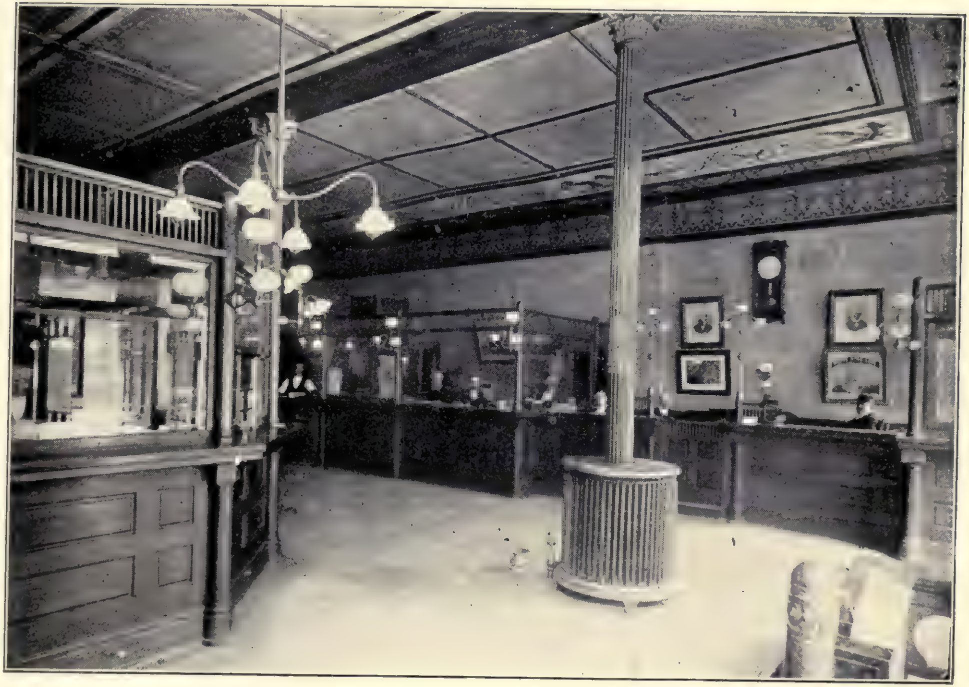
The fire department of Chicago is generally acknowledged to be the best equipped and most efficient in the United States, which means that it is the best equipped and most efficient in the world, for the firemen of this country are called upon to be prepared for and to meet emergencies which do not rise in the cities of Europe. The Chicago corps have been brought up to its present high standard of discipline and efficiency by the two chief marshals—who have had charge of the department since the great fire of 1871—Benner and Swenie. The former retired from the service about ten years ago, after reorganizing the department upon a basis which has served as a foundation for the growth and character it has since attained. Marshal Swenie was Mr. Benner's chief assistant, and was largely instrumental in suggesting and carrying out many of the reforms, ideas and improvements that characterized the latter's administration. Since the succession of Marshal Swenie the department has quadrupled its machinery and its forces. In Mr. Benner's time Chicago was a city covering an area of less than forty square miles, with a population of about 500,000. Now the city covers an area of 181 square miles and a population of 1,250,000. The following information will give the visitor an idea of the strength and workings of the fire department:

Alarms and Losses, 1891.—There were 4,570 fire alarms during 1891 against 3733 in 1890, an increase of 837. The total value of property involved was $115,823,005, while in 1890 it was $95,147,058, being an increase of $20,675,947. The total loss in 1891 was $3,157,348, while in 1890 it was $2,047,736, an increase over 1890 of $1,109,612. The total insurance was $59,526,210 in 1891, and in 1890 $44,083,330, an increase of $15,442,880 in favor of 1891.

City Telegraph and Electric Lights.—The police and fire telegraph and telephone system and the electric lighting service are in charge of the city electrician.

Equipment and Force.—The fire department of Chicago (1892) consists of 970 men and officers, 72 steam fire engines, 22 chemical fire engines, 99 hose carts, 28 hook and ladders trucks, 1 water tower, 3 fire boats (for river and harbor service, and for work along the river sides on buildings, warehouses, lumber yards, etc., adjacent), 99 apparatus stations, 421 horses, and an extensive and well equipped repair shop. As an auxiliary to the department there are 1,935 stations, provided with necessary instruments and several thousand miles of wire, by which alarm of fire may be communicated.

Headquarters and Organization.—The headquarters of the Chicago Fire Department are located in the City Hall. Following is the organization:



[Engraved for The Standard Guide Company.]

INTERIOR OF WELLS, FARGO & CO.'S EXPRESS OFFICE.

[See "Express Companies."]

Fire Marshal and Chief of Brigade, D. J. Swenie; First Assistant Fire Marshal and Department Inspector, William H. Musham; Second Assistant Fire Marshal, John H. Gale; Department Secretary, Charles S. Petrie; Fire Inspector, Michael W. Conway; Chiefs of Battalions: 1st, Patrick O'Malley; 2d, Frederick I. Ries; 3d, Peter Schnur; 4th, Paul F. A. Pundt; 5th, John Campion; 6th, Joseph C. Pazen; 7th, James Heaney; 8th, Leo. Meyers; 9th, William H. Townsend; 10th, Nicholas Dubach; 11th, John Fitzgerald; 12th, Edward W. Murphy; 13th, Frederick J. Gabriel. Each Engine and Hook and Ladder Company is commanded by a Captain and Lieutenant, and the officers and men of the 99 apparatus stations are divided into 13 Batalions, under command of the Chiefs mentioned above. [See "Municipal Government" for salaries.]

Insurance Patrol.—Established in 1871, by the underwriters of the city, for the protection of property, merchandise, etc. and the recovery of salvage from the interior of burning buildings. There are five Fire Patrol stations, as follows: No. 1, 176 Monroe st.. Captain George Furnald, 16 men; No. 2, 210 Peoria st., West Side, Captain Charles W. O'Neill, 10 men; No. 3, Dearborn and Twenty-third sts., Captain Frederick Harbunm 7 men; No. 4, Forty-third street and Center ave., Captain Frank Whitmore, 6 men; No. 5, now organizing, will be located at No. 60 Whiting st., with a force of 7 men, E. T. Shepard, Superintendent. Patrol Station No. 1 is located on Monroe st., between La Salle street and Fifth ave., and is the most accessible to visitors. The horses and men are trained to perfection and the operation of responding to an alarm is one of the most interesting things to be seen in Chicago. The Patrol Service, or Salvage Corps, are generally first at a fire, employing fast horses and light equipment, and they save a vast amount of property annually.

Location of Stations.—The Engine Houses near the centre of the city, and within easy access of visitors, are located as follows: No. 1, 271 Fifth ave., wholesale district; No. 10. 82 Pacific ave., near Board of Trade and Van Buren St. depot: No. 13, 19 Dearborn st., near bridge; No. 32, foot of Monroe st., No. 37 (river fire boat), foot of La Salle st.; No. 40, 83 South Franklin st., near Telephone building. The visitor, should an alarm happen to be signalled, will be interested in the perfect training and discipline exhibited by men and horses.

Pension Fund.—Firemen are retired on half-pay after continuous service of 20 years, the fund for this purpose being established and maintained by percentage of certain municipal revenues. [See Eleemosynary Support.] The firemen also have a Benevolent Society which cares for disabled members, and the widows and orphans of members. It is in a prosperous condition.

GENERAL INFORMATION.

Annexation.—On the 28th of June, 1889, the city embraced about forty-four square miles of territory. On the day following, by vote of the people, the city of Lake View and the towns of Hyde Park, Lake, Jefferson and Cicero, aggregating 128.24 square miles of territory and about 220,000 people, were annexed to and became part of Chicago, thus constituting one great metropolis, extending twenty-four miles from north to south, and from four and one-half to ten and one-half miles from east to west. The validity of the proceedings resulting in the annexation was confirmed by the Supreme Court, October 29, 1889. By this extraordinary consolidation, six independent municipal corporations—each having a legislative and executive department of government, each controlled and operated under more or less different systems and methods of conducting public affairs—were merged into one municipality, under the authority and control of one city government. During the year 1890, there were annexed to the city four suburbs—South Englewood, area, 2 92 square miles, population 3,000; Gano, 1.80 square miles, population 2,600; Washington Heights, 2.8 square miles, population 3,315; West Roseland, 1.80 square miles, population 792; making a total annexation for the year of 9.32 square miles, with a population of 9,900. Fernwood was also added.

Area of Chicago.—Chicago has grown from 2.55 square miles in 1835 to 181.70 square miles in 1891, as follows:

	SQUARE MILES.	
February 11, 1835, original town		2.55
March 4, 1837, there was added	8.15 making	10.70
February 16, 1847, there was added	3.33 making	14.03
February 12, 1853, there was added	3.90 making	17.93
February 13, 1863, there was added	6.48 making	24.41
February 27, 1864, there was added	11.35 making	35.79
May 16, 1887, there was added	1.00 making	36.79
November and December 5, 1887, there was added	7.15 making	43.94
July 29, 1889, there was added	128.24 making	172.18
April 16, 1890, village of Gano added	2.00 making	174.18
1890, South Englewood added	2.98 making	177.16
1890, Washington Heights	2.80 making	179.96
1890, West Roseland	1.80 making	181.70

Of the present area 5.14 square miles are water, 176.56 land. The city is divided into 34 wards, each covering a territory as follows:

First ward	1.75 square miles
Second ward	1.5 square miles
Third ward	1.5 square miles
Fourth ward	1.75 square miles
Fifth ward	1.5 square miles
Sixth ward	2.75 square miles
Seventh ward	0.75 square mile
Eighth ward	0.75 square mile
Ninth ward	1.5 square miles
Tenth ward	1.5 square miles
Eleventh ward	1.25 square miles
Twelfth ward	3.00 square miles
Thirteenth ward	3.00 square miles
Fourteenth ward	3.00 square miles
Fifteenth ward	3.25 square miles
Sixteenth ward	0.75 square mile
Seventeenth ward	0.75 square mile
Eighteenth ward	0.75 square mile
Nineteenth ward	0.75 square mile
Twentieth ward	1.00 square mile
Twenty-first ward	1.00 square mile
Twenty-second ward	0.75 square mile
Twenty-third ward	0.75 square mile
Twenty-fourth ward	1.00 square mile
Twenty-fifth ward	5.00 square miles
Twenty-sixth ward	5.75 square miles
Twenty-seventh ward	29.5 square miles
Twenty-eighth ward	7.00 square miles
Twenty-ninth ward	6.00 square miles
Thirtieth ward	12.00 square miles
Thirty-first ward	18.00 square miles
Thirty-second ward	3.75 square miles
Thirty-third ward	28.5 square miles
Thirty-fourth ward	27.00 square miles

Bridewell, or House of Correction.—This is the city prison and is generally known as the Bridewell, a name which it derived from the Bridewell of Dublin, Ireland, to which it bears a similarity in many respects. The management is vested in a superintendent, appointed by the mayor. The expenditures for salaries and maintenance and construction are about $125,000 per annum; the receipts from police court fines, brick made by inmates inside the walls, labor of prisoners, laundry work for police department, etc., amounts to about $60,000 per annum. The number of prisoners committed to the Bridewell annually is about 9,000, of whom about seven-eighths are male. The average number of prisoners confined is about 760 males and 40 females. The cost of the prison to the city of Chicago, as it stands to-day, is about $1,500,000. The prisoners are employed in brick-making and other industries. County prisoners are also sent here, for whose support the city is paid about 30 cents per capita daily. The Bridewell is situated at South California avenue, near West Twenty-sixth street, West Side, and may be reached by Blue Island Avenue cars. Mark L. Crawford is the superintendent.

Bridges and Viaducts.—As the Chicago river is navigable for lake vessels, and it, with its branches, intersects the heart of the city, a large number of bridges have been required. No less than forty-five now span this small stream. Nearly all are swinging bridges, and many of them are operated by steam. Steel construction has been employed in the bridges most recently erected. Among these, the Adams street bridge is a notable structure. It is a 4-track bridge, 259 feet long on center truss, and 57 feet in width. This bridge is two feet three inches lower at the east end than at the west end, and, at the same time is reversible, the turn-table track being set on a grade of one in 115. Some doubts were expressed as to its feasibility when the plan was proposed, but the city engineers say that no bridge in the city works better than this one. The Rush street draw is one of the longest in the world. The Lake, Wells and Jackson street bridges are handsome structures. The present bridge at Madison street is to be moved to Washington street, and one of the finest bridges in the city erected in its place, which will probably be completed this year.

The railroads entering the city do so in but few instances above or below the street level. Grade-crossings are the rule. Engineers have long sought to remedy this state of affairs, which will probably be accomplished in time; but, meanwhile, some relief is being provided at the most dangerous crossings by the erection of viaducts. There are thirty-five of these structures in the city, the longest and finest of which is on Twelfth street, extending from Clark street to Wabash avenue, crossing the tracks of the Atchison, Topeka and Santa Fe Railroad Company, and costing $209,736.

Geographical Center of Chicago.—The geographical center of the present city of Chicago is located at the intersection of Ashland avenue and Thirty-ninth street.

Health of the City.—There was not a single case of small-pox in Chicago during the year 1891. The physician of the Health Department during that period vaccinated 20,809 persons. The vital statistics for 1890 were based upon a population of 1,100,000. During the present year they are based upon a population of 1,250,000. Said Health Commissioner Ware, at the beginning of 1892: "The health of the city has been good and very satisfactory to us. Our mortality for every month of the year was remarkably low." The report of the Health Department for 1891 shows that there were 27,754 deaths in the city during the year, making a percentage, based upon a population of 1,250,000, of 22.20 per 1,000. Of the deaths 12,801 were children under five years of age, a percentage of 46.29; and 5 over one hundred years. The grippe directly caused but 336 deaths, but pneumonia and other complications with the deadly influenza swelled the number of victims of this class of diseases. Pneumonia carried off 2,898; consumption 2.120; bronchitis, 1,495; typhoid fever, 1,997; accidents, 1,158; diphtheria, 958; croup, 400; scarlet fever, 499; malarial fever, 143; whooping cough, 194; suicide, 246; delirium tremens, 148; hydrophobia, 4. The total deaths from tubercular diseases was 2,421.

Lake and River Frontage.—The city has a frontage on Lake Michigan of twenty-two miles and a river frontage of about fifty-eight miles, twenty-two and one-half miles of which are navigable.

Lakes and Rivers.—There are three lakes within the present city limits containing an area of 4,095.6 acres, as follows: Calumet Lake 3122 acres, Hyde Lake 330.8 acres, the portion of Wolf Lake lying within the city limits 642.8 acres. Of these Calumet and Wolf are navigable. There are two rivers within the corporate limits; the Chicago river, with north and south branches, which divide the city into districts known, respectively, as the North, South and West "Divisions" or "Sides"—and the Calumet river, with Big and Little Calumet rivers, which penetrate the extreme southern part of the city.

Length and Width of Chicago.—The distance between north Seventy-first street, being the northern city limits, and One Hundred and Thirty-ninth street, being the southern city limits, is twenty-four miles. The city at its broadest point is 10.5 miles in width. State street has the greatest extension north and south, running from North avenue to the southern city limits, eighteen miles; Eighty-seventh the greatest western extension, running the entire width of the city.

Marriage Licenses.—The number of licenses issued in Chicago in 1891 was 15,400, or nearly 1,200 more than issued in the previous year, when 12,850 was considered a high number. In January, 1,258 licenses were issued; February showed 927 licenses; March, 893; April, 1,369; May, 1,284; June, 1,441; July, 1085; August, 1,206; September, 1,532; October, 1,613; November, 1,513; December, 1,250. The rather delicate and sometimes embarrassing question regarding the ages of the contracting parties was answered with all the numbers from 14 to 86. In twenty instances the bride had just passed 14 years, while the ages of the grooms ranged between 17 and 20 years. During the summer months the number of applicants under the age of majority reached 300. At an average of two times a day the "pa" or the "ma" had to give their consent. Never in the history of Chicago have so many people in their advanced age re-entered the connubial life as in the latter part of 1891, the records showing nearly 100 couples respectively between 55–65 and 50–60. The oldest man was 86 and is still alive; next comes one at 82, married a few days ago, and finally a comparatively young fellow of 77. The oldest maid was 68, while the oldest widow was 62.

Mileage of Streets.—The annexation of Gano, Washington Heights, West Roseland and part of Calumet, has extended the number of miles of streets in Chicago to 2,235.71, divided as follows:

	IMPROVED.	UNIMPROVED
Former City of Chicago	438.28	330.80
Hyde Park	125.07	416.87
Lake	49.09	298.00
Lake View	56 05	75.48
Jefferson	....	242.28
Cicero	... .	84.79
Gano, Washington Heights, etc	....	119.00
Totals	668.49	1,567.22

Morgue.—Situated in the rear of the County Hospital, near the Polk street side. Take Harrison street or Ogden avenue car. Ten bodies, on an average, are picked up in the streets of Chicago every day. Besides these, morgue accommodations are necessary for many of those who die in the county and other hospitals, police stations, etc. The inside measures 40x46½ feet, and the entire affair, with offices, etc., cost about $18,000. All bodies are disinfected and frozen by the carbolic acid process before being placed on view.

Natural Gas Supply.—Natural gas for fuel purposes will be conveyed to and used in Chicago extensively before the close of 1892.

Poverty in Chicago.—Notwithstanding the great prosperity of the people as a whole, poverty is to be found in Chicago as well as elsewhere. Municipal charity in Chicago has risen to the dignity of an applied science. Through the refuse of alleys, up the trembling stairs of tenements, and into the hovels of want and misery a force of men and women daily goes, carrying food for the hungry, warm clothing for the naked, coals for the needy, and medicine for the sick. From November until April, Cook County gives away 200 sacks of flour, forty pairs of shoes, and fifty tons of coal every day. Relief of the deserving poor involves not alone the discovery and proper aid of the unfortunates, but is attended with a constant warfare against the idle and vicious. Agents of the Visitation and Aid society, the Relief and Aid society, the German Aid society, the Hebrew Aid society, and St. Vincent de Paul's daily seek the sick and needy, but their work is only of a semi-public nature. From the office of the county agent, at 36 West Madison street, there are sent twenty-seven men and three women, who investigate the condition of those reported to be in want and who, by reason of their familiarity with neighborhoods and individuals, are able to insure a wise bestowal of public charity.

Revenues and Disbursements of the City for 1891.—The following shows in detail the revenues and disbursements of the city of Chicago for the year ending December 31, 1891, as reported by the city treasurer. RECEIPTS: balance January 1, 1891, $567,555; general taxes, 1890, $9,199,796; water fund, $4,456,286; sewerage fund, 1891, $171,733; department publishing works, 1891, $692,897; school tax fund, 1890, $15,000; school tax fund, 1891, $336,-

643; street lamp fund, 1891, $97,855; first district police court, $27,692; second district police court, $7,1 9; third district police court, $11,093; fourth district police court, $6,247; fifth district police court, $5,943; sixth district police court, $5,131; seventh district police court, $4,343; eighth district police court, $3,225; ninth district police court, $2,828; tenth district police court, $2,924; special assessments and deposit fund, $6,407,394; school fund, $2,400,440; house of correction, 1891, $61,812; city markets, 4,792; pounds, $3,556; wharfing interests, $1,219; Jonathan Burr fund, $1,722; general fund, 1891, $1,474,805; licenses, $3,382,453; rents, $27,495; refunding loan account, $690,700; police department, fund 1891, $31,294; fire department fund, 1891, $6,755; public library fund, 1891, $6,928; health department fund, 1891, $161; contingent fund, 1891, $3; fees, $1,550; Harrison and Tree fund, $48; tax deeds in 1873, $63; special tax purchases in 1878, $6; tax purchases in 1875, $34; tax purchases in 1887, $70; forfeitures, 1889 and prior, $259; police life and health insurance fund, $200—$29,550,560, total, $30,118,115. DISBURSEMENTS: Special assessments and deposit fund, $6,214,880; water fund, $3,888,043; school fund, $2,399,220; general fund, 1889, $10,264; general fund, 1890, $5,222; general fund 1891, $1,932,960; fire fund, 1890, $17,950; fire fund, 1891, $1,380,109; police fund, 1890, $2,511; police fund, 1891, $2,621,182; house of correction, 1890, $653; house of correction, 1891, $92,504; health department, 1890, $3,361; health department 1891, $454,276; school tax, 1890, $23,479; school tax, 1891, $4,264,016; public library, 1890, $2,499; public library, 1891, $106,500; street lamps, 1890, $3,841; street lamps, 1891, $761,223; sewerage, 1890, $17,864; sewerage, 1891, $546,874; department of public works, 1890, 409,203; department of public works, 1891, $2,319,471; contingent, 1890, $583, contingent, 1891, 17,239, Jonathan Burr, $1,726; police life and health, $421; interest account, 1891, $546,438; Chicago and south side "L" railway, $100,000; Town of Lake, special, $1,052. Town of Lake, general, $117; Hyde Park, special, $2,540; Hyde Park, general, $52; Lake View, special, $672; Lake View, general, $29; Jefferson, special, $26; general sinking fund, $50; school tax annexed territory, $27. Total, $28,149,393; balance in treasury December 31, 1891, $1,968,722. Total, $30,118,115.

Tenement House and Factory Inspection.—During 1891 the Tenement House and Factory Inspection Department examined 8,731 new buildings in course of construction; 15,577 buildings and houses, containing 95,261 persons; 19,429 workshops with 404,760 employes; served 9,702 notices; abated 9,134 nuisances; 2,162 cases of defective plumbing, and 711 cases of defective drainage.

Topography of Chicago.—The city of Chicago is level but not flat. There are considerable rises here and there, the most noticeable being the ridge which traverses the southern portion, west of Hyde Park, to the Indiana line. All difficulties in the way of sewering have been overcome long since by skillful engineering. The Chicago river which originally emptied into, now flows out of the lake. The sewerage is carried by the river, in great part, to a canal which conducts it through the interior. It finally finds its way into the Illinois and Mississippi rivers. The drainage of the city is an interesting subject, and the plans for future work in this connection are of great magnitude and involve the expenditure of many millions. [See "Ship and Drainage Canals," with map.]

Uniting City and County.—The question of uniting the city of Chicago and the county of Cook under one government, is being seriously considered at present. A constitutional amendment with this end in view will probably be submitted to a vote of the people at the next general election in 1892.

Water Supply.—The city, at present, is supplied with 22 pumping engines of various types and power, representing a total engine capacity for delivering daily 260.000,000 gallons of water. From measurements obtained, there was pumped during the year a daily average of over 154,000,000 gallons, which is nearly 60 per cent. of the total capacity of the pumping power of the engines now in use. [See "Water Works."]

JOBBING AND WHOLESALE BUSINESS.

The jobbing and wholesale business of Chicago amounted to $517,166,000 in 1891. Of this, the dry goods trade alone amounted to $98,416,000 or nearly one-fifth. The following statement exhibits the business transacted in the various lines of trade, compared with previous years:

	1891.	1890.
Dry Goods and Carpets	$ 98.416,000	$93,730,000
Groceries	56,700,000	56,700,000
Lumber	39,000,000	36,900,000
Manufactured Iron	17,000,000	15,580,000
Clothing	23,600,000	21,500,000
Boots and Shoes	27,500,000	25,900,000
Drugs and Chemicals	7,600,000	7,100,000
Crockery and Glassware	6,000.000	5,500,000
Hats and Caps	8,000,000	7,000,000
Millinery	7,000,000	7,000,000
Tobacco and Cigars	11,500,000	10,850,000
Fresh and Salt Fish, Oysters and Salmon	5,500.000	5,460,000
Oils	4,500,000	4,000,000
Dried Fruits	4,300,000	4.300.000
Building Materials	4,500,000	4,468,000
Furs	1.750,000	1,500,000
Carriages	2,000,000	1,850,000
Pianos, Organs and Musical Instruments	7,800,000	7,200,000
Music-books and Sheet Music	625,000	575,000
Books, Stationery and Wall Paper	22 000,000	22,000,000
Paper	28,000,000	25,500.000
Paper Stock	5,500,000	5,000,000
Pig Iron	20,500,000	20,035,000
Coal	26,000,000	25,075,000
Hardware and Cutlery	19,225,000	17,500,000
Wooden and Willow Ware	3,500,000	3,162,000
Liquors	15.000,000	13,800,000
Jewelry, Watches and Diamonds	25,000,000	20,400,000
Leather and Findings	2.750,000	2,520,000
Pig Lead and Copper	6,000 000	5,666,000
Iron Ore	4,500,000	4,000,000
Miscellaneous	6,000,000	5,035,000
Totals	$517,166,000	$486,600,000

Total in 1890	$486,600,000
Total in 1889	448,165,000

Export Trade of Chicago.—The following is the merchandise entered for export, with benefit of drawback, at the port of Chicago during the year 1891.

PACKAGES AND CONTENTS	QUANTITY.	ARTICLES AND QUANTITIES ENTITLED TO DRAWBACK.	AMO'NT OF DRAWB'K.
89[illegible],676 packages canned meats...	54,877,719 lbs	Tinplate......... 8,735,992 lbs	$89,930.81
1[illegible]7,446 packages salted meats....	21,224,440 lbs	Salt............. 4,808,475 lbs	4,020.45
16,075 bales binder twine........	1,128,468 lbs	Hemp......... ...1,128,468 lbs	7,693.76
Total........	....	....	$101,645.02

Import Trade of Chicago.—Following is a list of the merchandise imported to Chicago during the year 1891.

COMMODITIES.	QUANTITIES.	COMMODITIES.	QUANTITIES.
Ale, beer, and porter, pkgs..	4,284	Lemons, pkgs................	15,010
Art material, pkgs...	225	Lumber, m..	16,869
Anvils, No.	1,643	Machinery, pkgs..	255
Beans and peas, bags.........	2,411	Macaroni, pkgs.	6,419
Berries, brls.	2,384	Marble and granite, pkgs....	2,215
Bedsteads, pkgs	6,873	Marble Slabs, No..	22,641
Bicycles, pkgs	510	Mf. Metal, cases...............	2,082
Bitters, cases..	142	Millinery, cases.	991
Bleaching powder, pkgs.....	673	Musical goods, cases..........	2,345
Books, cases	600	Nuts, pkgs........	6,932
Bottles, empty, pkgs.........	1,001	Olive oil, pkgs....	2,246
Brandy, liquors, pkgs....	5,739	Oxide of iron, tons.	482
Bricks, casks.....	7,118	Paints and colors, pkgs......	2,078
Caustic soda, pkgs	3,968	Paintings, cases.	155
Canned goods, cases..........	6,150	Paper, pkgs.	1,266
Cement, pkgs	17,668	Phosphate, cars...............	[illegible]1
Champagne, cases	2,978	Pickles, pkgs..........	3,553
Cheese, pkgs.......	974	Posts, Cedar, No	258,200
China, pkgs.....	1,765	Plants and bulbs, cases.	963
Cocoanut oil, pipes...........	170	Potash, pkgs	472
Cocoa, pkgs	8,172	Prunes, pkgs	4,420
Cigars, cases...................	1,966	Raisins, pkgs............	27,940
Coffee, bags.	5,289	Rice, bags....................	19,906
Corkwood, bales.............	3,679	Salt, sacks	149,481
Currants, pkgs.........	2,000	Sausage Csgs., pkgs....	326
Cutlery, pkgs.........	119	Seed, pkgs	2,028
Dry goods, pkgs	17,649	Skins, pkgs.....	440
Druggist sundries, pkgs......	1,500	Soda Ash, pkgs................	2,346
Ext. of meat, cases......	190	Stat'ry and Brnzs, pkgs	253
Effects, pkgs..................	663	Smokers articles, cases.......	1,385
Earthenware, pkgs..	16,572	Sugar refined, brls............	83.590
Feathers, bales	571	Sugar, Maple, pkgs...........	1,978
Figs and dates, pkgs.........	13,763	Tar and Pitch, pkgs....... .	2,653
Firearms, pkgs................	129	Tea, pkgs.......	241,727
Fish, pkgs.....................	52,070	Ties Railroad, No........ ...	113,620
Fullers earth, bags..........	3,744	Tiles, pkgs	1,199
Furniture, pkgs..	230	Tinplate, boxes.	330,702
Gin, pkgs......	2,763	Tobacco, bales................	4,827
Glass, window, pkgs	2,730	Toys, cases..................	1,187
Glassware, pkgs	562	Type metal, pigs.............	4,874
Glue, pkgs..	118	Water, Mineral, pkgs........	635
Grease, pkgs..................	775	Whisky, pkgs................	3,789
Hardware, pkgs	585	Wine, pkgs.............. ...	16,992
Instruments, scientific, cases	152	Wire rope, coils	62
Japan, goods, pkgs...........	3,610	Wood Mfd, pkgs	1,987
Iron and steel, mfd., pkgs....	2,148	Miscellaneous, pkgs..........	303
Jewelers' sundries, pkgs.....	232		

[Engraved for The Standard Guide Company."]

THE INDIAN GROUP, LINCOLN PARK.

[See "Lincoln Park."]

Iron and Steel Market.—During the last few years a large number of manufacturers, who use large quantities of iron and steel, have been located in Chicago, and the home consumption of this material is probably the largest of any point in the United States; besides this, the Chicago jobbers have sold an unusually large tonnage for shipment to all points in the west and northwest, so that it must be conceded that Chicago takes first place in the United States as an iron and steel market, it being well known that whenever manufacturers are overstocked with any material in this line, they usually come to Chicago to dispose of their surplus.

MANUFACTURES OF CHICAGO.

The manufactures of Chicago keep pace with the growth of population and commerce. There were 3.307 manufacturing firms in this city in 1891, against 3,250 in 1890; the capital employed in manufactures in 1891 was $210,302,000, against $190,000,000 in 1890, the number of workers employed in manufacturing in Chicago in 1891 was 180,870, against 177,500 in 1890; the wages paid by manufacturers in 1891 amounted to $104,904,000 against $96,200,000, in 1890, and the value of the product of Chicago manufactories in 1891 was $567,012,300, against $538,000,000, in 1890.

Brewing, Distilling and Tobacco.

INDUSTRIES.	NO.	CAPITAL.	WKRS.	PRODUCT.
Breweries	42	$11,500,000	2.000	$13,200,000
Malthouses	34	4,000,000	700	5,500.000
Distillers and Rectifiers	84	5,250,000	1,000	15,736,000
Tobacco and snuff	23	900,000	900	3,040,000
Cigars and cigarettes	980	1,750,000	2,600	8,100,000
Totals	1,163	$23,400,000	7,200	$45,576,000
Totals 1890	1,160	25,160,000	7,050	44,787,000

The amount paid in wages is estimated at $4,380,000, against $4,368,000 for 1890.

Brass, Copper, etc.—The following table exhibits the manufactures in brass, copper, etc., in Chicago, for the year 1891:

INDUSTRIES.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Brass, copper and plumbers' supplies	28	$ 1,500,000	1,700	$ 3 000,000
Tin, stamped, and sheet metal ware	34	3,000,000	2,800	7,475,000
Jewelry manufactures	24	1,000,000	600	2,500,000
Watch cases and tools	10	750,000	300	1,500,000
Optical goods	2	250,000	70	500,000
Telegraph and electric supplies	7	1,470.000	2,050	3 660,000
Smelting and refining	4	2,450,000	750	23,607,000
Iron and brass works	6	200,000	250	500,000
Miscellaneous	38	650,000	820	2,800,000
Totals	153	$11,270,000	9,340	$45,542,000
Totals, 1890	141	8,260,000	9,135	46,420,000

The estimated amount of wages paid in 1891 is $6,065,000, as against $5,750,000 for 1890.

Brick, Stone, etc.—The estimates of the manufactures in brick, stone, etc., in Chicago, for 1891, were:

INDUSTRIES.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Brickyards	68	$3,600,000	3,785	$ 3,826,000
Cut Stone Contractors	65	1,525,000	1,600	2,000,000
Marble and Granite Works	32	1,030,000	750	1,800,000
Gravel Roofers	30	225,000	500	1,150,000
Lime Kilns	6	225,000	370	450,000
Terra Cotta	1	300,000	500	600,000
Stained Glass Factories	10	300,000	350	900,000
Totals	212	$7,205,000	7,855	$10,726,000
Totals, 1890	214	5,680,000	7,520	12,600,000

The amount of wages estimated to have been paid in 1891 was $3,880,000 against $3,209,000 in 1890.

Iron and Wood.—Following are the estimates of the combined wood and iron manufactures of Chicago for the year 1891:

INDUSTRIES.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Wagons and Carriages	70	$ 2,000,000	2,000	$ 4,000,000
Agricultural Implements	5	7,150,000	5,625	15,950,000
Car and Bridge Builders	4	6,400,000	8,000	17,350,000
Elevators	6	1,675,000	850	3,000,000
Sewing Machines and Cases	5	700,000	250	800,000
Totals	90	$17,925,000	16,725	$41,100,000
Totals, 1890	92	13,700,000	15,200	42,000,000

The wages of the year are estimated at $12,575,000, as compared with $13,000,000 for the previous year.

Chemicals.—The manufacture of chemicals in Chicago for the year 1891, was estimated as follows:

INDUSTRIES.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Chemical works	6	$ 700,000	250	$1.750.000
White lead and paint	20	1,500,000	500	4,400.000
White lead corroders	2	1,750,000	125	2,000,000
Varnish	8	1,200,000	150	1,300,000
Axle grease	1	3,00,000	50	1,000,000
Glue fertilizers, etc	5	1,700,000	1,000	3,500,000
Soap	8	3,000,000	2,000	8,000,000
Candies	2	500,000	125	800,000
Linseed oil and cake	7	1,750,000	250	3,500,000
Soda, mineral waters, etc	20	900.000	600	2,000,000
Ink, sealing wax, etc	1	75,000	100	250,000
Totals	80	$13,375,000	5,150	$28,500,000
Totals 1890	84	14,320,000	4,900	23,550,000

The wages paid in 1891 footed up $3,240,000, as against $2,460,000 in 1890.

Iron and Steel.—The following table exhibits the manufactures in iron and steel in Chicago for the year 1891:

INDUSTRIES.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Rolling mills	6	$ 27,700,000	10,475	$ 25,900,000
Foundries	60	3,500,000	4,500	11,000,000
Machinery, malleable iron, etc	76	2,800,000	4,000	9,000,000
Boiler works	32	600,000	1,200	2.250,00
Carwheel works	5	2,750,000	1,700	4,600,000
Stoves, ranges	9	1,305,000	1,360	2,400,000
Furnaces	14	400,000	600	1,100,000
Steamfitting and heating	14	650,000	800	2,800,000
Galvanized iron, tin, slate roofing	40	600,000	950	1,700,000
Barbed wire and wireworks	10	200,000	400	450,000
Miscellaneous	50	3,500,000	4,200	9,500,000
Totals	316	$ 44,005,000	30,185	$70,700,000
Totals, 1890	321	40,600,000	34,600	69,325,000

The amount of wages paid in 1891 is estimated at $19,706,000, as compared with $18,500,000 for 1890.

Meats.—The following table shows the meat industry of Chicago for the year 1891.

INDUSTRIES.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Hog packing	20	$ 7,500,000	11,000	$ 60,000,000
Beef canning and packing	12	6,000,000	9,000	55,000,000
Lard, lard oil and stearine	20	3 000,000	3,500	12,550,000
Butterine	6	1,000,000	1,000	4,330,000
Sausage	18	500,000	500	1,980,000
Totals	76	$18,000,000	25,000	$ 133,860,000
Totals, 1890	75	17,000,000	24,500	137.275,000

The volume of wages for the last year aggregates $14,976,000, against $13,585,000 for 1890.

Leather.—The manufactures of leather in Chicago for the year 1891 were estimated as follows:

INDUSTRIES.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Tanners and curriers	19	$5,000,000	1,800	$ 6,500,000
Boot, shoe and slipper manufacturers	50	6,000,000	5,000	13,150,000
Saddle and harness manufacturers	3	400,000	400	1,500,000
Trunk manufacturers	9	500,000	450	1,400,000
Hose and leather belting manufacturers	6	500,000	325	1,300,000
Totals	87	12,400,000	7,975	23,850,000
Totals, 1890	84	10,475,000	7,975	24,000,000

The volume of wages paid in 1891 aggregated $4,780,000, against $5,340,000 in the previous year.

Printing.—The manufactures of Chicago coming under this heading in the year 1891 were estimated as follows:

INDUSTRIES.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Printing, binding publishing and newspapers	240	$4,500,000	6,200	$22,000,000
Lithographing houses	12	850,000	715	1,500,000
Electrotyping and stereotyping	15	300,000	550	1,000,000
Type founders	4	600,000	650	1,500,000
Printers' ink factories	3	62,000	20	80,000
Printing presses	5	375,000	325	700,000
Printers' furniture, supplies, etc	3	50,000	50	125,000
Book binderies	12	350,000	900	1,000,000
Totals	294	7,087,000	9,410	27,905,000
Totals, 1890	285	6,322,000	9,200	20,912,000

The estimated amount of wages paid in 1891 was $6,157,000, as compared with $5,800,000 in 1890.

Textiles.—The manufactures of textiles in Chicago for the year 1891 were estimated as follows:

TEXTILES.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Men's and boys' clothing	50	$15,000,000	14,000	$30,000,000
Colored shirts, overalls etc	25	2,000,000	2,000	3,750,000
Men's neckwear	8	750,000	1,500	2,000,000
White shirts	20	1,000,000	1,500	2,500,000
Furs	10	700,000	300	1,000,000
Cloaks and suitings	15	2,600,000	7,000	11,000,000
Cloak and dress trimmings	4	375,000	500	600,000
Millinery	9	350,000	1,200	1,700,000
Totals	141	22,775,000	28,000	52,550,000
Totals 1890	165	16,723,000	26,960	38,325,000

The wages for 1891 aggregate $10,630,000, as against $8,700,000 for the previous year.

Wood and Manufactures.—The manufactures of wood in Chicago for 1891 were as follows:

INDUSTRIES.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Planing mills, sash, doors, mouldings boxes, etc	80	$3,500,000	6,500	$10,000,000
Cooperage	25	500,000	800	2,000,000
Furniture	260	8,000,000	12,000	21,000,000
Pictures frames and looking glasses.	60	1,500,000	1,500	3,000,000
Pianos and organs	24	4,500,000	3,000	7,000,000
Billiard tables	3	375,000	400	700.000
Miscellaneous	30	1,000,000	800	2,350,000
Totals.	482	19.375,000	25,000	46,050,000
Totals, 1890	470	18,500,000	24,800	46,000,000

The estimated wages are $13,520,000, against $13,500,000 for 1890.

Other Manufactures.—The other manufactures of Chicago, coming under the head of miscellaneous, for the year 1891, were estimated as follows:

MISCELLANEOUS.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Tools and bicycle factories	3	$850,000	1,400	$2,100,000
Sign-makers	35	125,000	500	750,000
Brushes (not broom)	16	800,000	850	720,000
Brooms	2	75,000	75	250,000
Feather dusters	4	60,000	150	200,000
Show cases	10	120,000	130	450,000
Glass	1	100,000	120	200,000
Corks	3	130,000	120	225,000
Paper boxes	14	250,000	850	900,000
Sails, awnings, etc	12	200,000	250	550,000
Shipyards	2	300,000	100	200,000
Perfumery	6	225,000	250	750,000
Totals	108	2,735,000	4,295	7,295,000
Totals 1890	98	2,277,000	4,235	7,140,000

The wages paid approximate $2,245,000, against $2,053,000 for 1890.

MARITIME INTERESTS.

It will be a surprise to the stranger, whether American or foreign, to learn that the arrivals and clearances of vessels at Chicago harbor exceed those of New York by fully 50 per cent.; that they are nearly as many as those of Baltimore, Boston and New York combined, and that they are a fraction of over 60 per cent. as many as all the arrivals and clearances in Baltimore, Boston, New York, New Orleans, Philadelphia, Portland and San Francisco. Chicago has also fully 25 per cent. of the entire lake-carrying trade, as compared with the total arrivals and clearances in Buffalo, Detroit, Duluth, Erie, Huron, Grand Haven, Milwaukee, Ogdensburg, Sandusky and Marquette. These noteworthy facts are amplified in the two following tables:

DISTRICTS ON THE SEABOARD.

DISTRICT OF—	VESSELS ENTERED.	VESSELS CLEARED.	TOTAL.	AGGR'G'TE RECEIPTS.	COST TO COLLECT $1.
Baltimore	1,828	1,442	3,270	$ 3,766,922	$0.072
Boston	3,260	3,390	6,650	18,038,772	.033
New Orleans	1,156	1,148	2,304	2,106,681	.099
New York	8,196	7,818	16,014	147,538,045	.018
Philadelphia	1,829	2,053	3,882	20,711,455	.023
Portland	784	1,149	1,933	187,950	.263
Pt. Townsend	1,738	1,792	3,530	193,003	.288
Providence	666	202	868	328,850	.054
San Francisco	1,285	1,537	2,822	7,956,889	.047
Total	20,742	20,531	41,273	$200,828,567	$0.897
Average	2,305	1,281	4,586	22,314,285	.100
Chicago	10,107	10,120	20,227	5,794,515	.023

PRINCIPAL DISTRICTS ON THE GREAT LAKES.

DISTRICT OF—	VESSELS ENTERED.	VESSELS CLEARED.	TOTAL.	AGGR'GATE RECEIPTS.	COST TO COLLECT $1.
Buffalo	3,936	4,304	8,240	$ 862,175	$0.065
Cleveland	5,136	5,170	10,306	388,598	.070
Detroit	6,296	6,530	12,826	630,670	.1 3
Duluth	1,150	1,165	2,315	8,318	.660
Port Huron	4,952	4,837	9,789	191,153	.228
Grand Haven	7,710	7,707	15,417	1,881	2.889
Milwaukee	10,708	10,286	20,994	393,530	.034
Ogdensburg	1,435	1,394	2,829	263,888	.091
Marquette	6,622	6,686	13,308	18,856	.730
Total	47,945	48,079	96,024	$2,759,069	$4.88
Average	5,327	5,324	10,669	306,563	.512
Chicago	10,107	10,120	20,227	5,794,515	.023

Shipments of Grain by Lake to Canada.—The shipments of grain by lake to Canada during 1891, embracing corn, oats, wheat and rye, were:

SHIPPED TO—	BUSHELS.	SHIPPED TO—	BUSHELS.
Collingwood	405,421	Sarnia	985,978
Kingston	4,126,400	Toronto	25,100
Midland	1,199,150		
Montreal	367,082		
Point Edward	344,469	Total	7,491,600
Prescott	38,000		

Coastwise Receipts and Shipments.—The coastwise receipts and shipments at the port of Chicago during 1891 were:

RECEIPTS.

ARTICLES	QUANTITY.	ARTICLES.	QUANTITY.
Mdse., packages	5,687,030	Iron ore, tons	71,449
Sugar, barrels	852,987	Iron, tons	19,422
Syrup, barrels	21,537	Nails, kegs	106,273
Lumber, 1,000	1,302,226	Coffee, sacks	26,507
Shingles, 1,000	253,738	Tea, chests	4,885
Lath, 1,000	37,139	Liquors, packages	40,112
Posts, No	4,233,929	Fish, tons	2,349
Railroad ties, No	2,052,050	Hides, pieces	4,524
Telegraph poles, No	53,375	Potatoes, bushels	220,465
Wood, cords	32,683	Hay, tons	2,510
Bark, cords	13,434	Flour, barrels	22,840
Coal,—Anthracite, tons	1,215,331	Grass Seed, sacks	5,965
Coal—Bituminous, tons	30,775	Stone, tons	12,590
Salt, barrels	403,414	Sulphur, tons	653
Salt, sacks	41,080	Plaster, barrels	101,696
Drugs, packages	164,260	Cement, barrels	316,231
Boots, Shoes, packages	150,086	Oil, barrels	4,590
Cheese, packages	61,582	Wool, sacks	1,998

SHIPMENTS.

ARTICLES.	QUANTITY.	ARTICLES.	QUANTITY.
Flour, brls	1,684,011	Coffee, sacks	18,178
Mchds., pkgs	1,350,301	Tea, chests	15,519
Wheat, bu	29,641,142	Sugar, brls	17,113
Corn, bu	37,705,207	Sirup, barls	9,162
Oats, bu	17,728,[illegible]28	Hides, pieces	6,478
Rye, bu	4,094,744	Liquors, brls	10,347
Barley, bu	1,628,900	Oil cakes, lbs	240,086
Grass-seed, sacks	80,072	Oil, brls	4,432
Flax-seed, bu	6,184,703	Hay, tons	9,647
Br'm-corn, b'les	6,821	Millstuffs, sacks	342,232
Pork, brls	56,076	Cur'd mts., pkgs	4,443
Beef, brls	4.672	Tallow, brls	21,727
Oatmeal brls	14,319	Nails, kegs	27,172
Corn-meal, brls	12,7[illegible]9	Iron, tons	4,077
Lard, pkgs	18,394	Lead, pigs	559,394
Lard, tcs	69,850	Wool, sacks	56,227
Glucose, brls	45,970	Fertilizer, brls	1,150
Malt, sacks	39,214	Spelter, plates	97,027

Value of Exports By Lake.—There were 892,676 packages of canned meats exported by lake aggregating 54,877,719 pounds; 127,446 packages of salted meats aggregating $21,224,440, and 16,075 bales of binder-twine, altogether 1,128,468 pounds. Of the articles entitled to drawback were 8,735,992 pounds of tin, the drawback on which was $899.30; 4,808,473 pounds of salt, with a drawback of $4.020, and 1,128,468 pounds of hemp, with a drawback of $7,693. The total values of imported articles entered in the port of Chicago was $15,105,775.

Arrivals and Clearances of Vessels.—Following is a table showing the arrivals and clearances of vessels, with tonnage, at Chicago harbor, for 1883 to 1890, inclusive:

YEAR.	ARRIVALS.		CLEARANCES.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1883	11,203	3,555,586	11,271	3,743,574	22,474	7,299,160
1884	10,513	3,481,957	10,640	3,489,666	21,153	6,971,623
1885	9,846	3,347,647	9,910	3,364,169	19,756	6,711,816
1886	10,180	3,546,309	10,267	3,594,549	20,447	7,140,858
1887	10,828	3,868,465	10,920	3,989,615	21,748	7,858,000
1888	10,158	3,990,921	10,308	4,134,064	20,466	8,124,985
1889	9,552	4,417,415	9,462	4,403,634	19,014	8,821,049
1891	10,224	5,524,852	10,294	....	....	....

Vessels owned in Chicago.—The following table exhibits the number and character of vessels owned in Chicago:

CLASS.	NUMBER.	TONNAGE.	CLASS.	NUMBER.	TONNAGE.
Propellers..........	62	19,863.97	Schooners..........	168	40.940.15
Tugs.	76	1,543.94	Sloops.......,......	8	71.45
Side wheel steamers	4	600.50	Sailing yachts....	7	213.24
Steam yachts........	34	173.15			
Steam canalboats...	25	1,874.05	Total............	384	65,280.45

MUNICIPAL GOVERNMENT.

City Clerk's Office—Salaries.—The salaries of subordinates are as follows: Deputy clerk, $3,000; chief clerk, $2,400; minor clerks from $1,000 to $1,300.

City Collector's Office—Salaries.—The salaries of subordinates are as follows: Chief clerk, $2,000; cashier, $1,800; book-keeper, $1,400; clerk, $1,400; five clerks, $1,500 each; five clerks, $1,000 each; messenger, $800.

City Hall Employes—Salaries.—Janitor, $1,400; 2 carpenters, $3 per day; 4 finishers, $720 each; 10 elevator attendants, $720 each; 10 janitors, $720 each; 11 female janitors, $480 each; chief engineer, $1,500; 3 assistant engineers, $1,000 each; 6 firemen, $720 each; 3 coal passers, $660 each; 3 oilers, $720 each.

Comptroller's Office—Salaries.—The salaries of subordinates are as follows: Chief clerk, $3,000; general book-keeper, $2,400; assistant book-keeper, $1,800; cashier, $1,800; assistant cashier, $1,500; warrant clerk, $1,600; minor clerks, $1,000 to $1,200.

Engineering Department—Salaries.—The salaries of subordinates are as follows: Assistant engineer, $2,500; second assistant engineer, $2,000; one assistant engineer, $2,000; two assistant engineers, $1,800 each; rodman, $900; draughtsman, $1,200; chief clerk, $1,800; messenger, $600.

Feed Officers.—City sealer of weights and measures, oil inspector, inspector of steam boilers, building inspector, elevator inspector, and some other minor officers of the city government are paid in fees, or a percentage of fees collected in their respective offices. Of these the oil inspectorship is the most lucrative, being worth about $20,000 per annum.

Fire Department—Salaries.—The salaries of subordinates are as follows: First assistant fire marshal and inspector, $3,500; second assistant fire marshal, $3,000; assistant fire marshal and secretary, $3,200; fire inspector, $2,500; 13 chiefs of battalions, $2,500 each; book keeper, $1,800; 2 clerks, $1,800 each; clerk and storekeeper, $1,400; superintendent of horses, including medicines, $2,200; 19 captains, $1,360.80 each; 42 captains, $1,260 each; 14 captains, $1,200 each; 19 lieutentants, $1,155 each; 25 lieutenants, $1,000 each; 17 engineers, $1,360.80 each; 30 engineers, $1,260 each; 12 engineers, $1,200 each; 13 assistant engineers, $1,134 each; 30 assistant engineers, $1,050 each; 12 assistant engineers $1,000 each; 115 pipemen and truckmen, $1,134 each; 131 pipemen and truckmen, $1,050 each; 69 pipemen and truckmen, $945 each; 40 pipemen and truckmen, $840 each; 37 drivers, $1,134 each; 81 drivers, $1,050 each; 39 drivers, $945 each; 4 pilots, $1.260 each; 2 stokers, $1,050 [illegible] rs, $945 each; 9 watchmen, $798.80 each;

superintendent city telegraph, $3,675; chief operator, $2,362.50; 3 assistant operators, $1,260 each; chief of construction, $1,800; battery man, $945; five repairers, $1,102.50 each; chief of electric repair shop, $1,575; 3 linemen, $945 each; machinist, $1,050; 2 assistant machinists, $756 each; clerk and stenographer, $1,260; 2 electric light inspectors, paid in fees collected, 1 manager, $1,700; 3 operators, $1,200 each; 3 repairers, $1,000 each; 1 lineman, $945; 1 instrument man, $900; 1 battery man, $900. Total for salaries of Fire Department, including Chief Marshal, $974,348.00.

Health Department—Salaries.—The salaries of subordinates are as follows: Assistant commissioner, $2,500; department clerk, $1,500; secretary, $1,500; registrar of vital statistics, $1,200; thirty-four sanitary police, $1,000 each; eight medical inspectors, $900 each; chief tenement house and factory inspector, $2,000; nine meat and stock yards inspectors, $1,200 each; assistant tenement house and factory inspector, $1,500; clerk to tenement house and factory inspector, $1,000; thirty-four tenement house and factory inspectors, $1,000 each; five female factory inspectors, $1,000 each; city physician, $2,500; assistant, $1,500.

Law Department—Salaries.—The salaries of subordinates are: Assistant corporation counsel, $5,000; assistant corporation counsel, $3,000; assistant city attorney, $4,000; chief clerk, $2,000; 3 minor clerks, $1,500 each; 2 minor clerks, $1,200 each; clerk to city attorney, $1,500.

Map Department—Salaries.—Superintendent, $1,800; 8 draughtsmen, $1,200 each; 2 draughtsmen, $1,000 each; house numbering clerk, $900.

Police Court—Salaries.—There are eight police court districts in the city of Chicago, in which ten police court justices administer the municipal law. These are appointed by the mayor. The salaries are as follows: two police justices, 1st district, $5,000 each; two police justices, 3d district, $5,000 each; one police justice, 2d district, $5,000; one police justice, 4th district, $2,500; one police justice, 5th district, $2,500; one police justice, Englewood district, $1,800; one police justice, Lake View district, $1,200. The clerks of the 1st district court receive $1,500 and $1,200; all other clerks $1,200 each, except the assistant of the 1st district, whose salary is $1,000, and those of Englewood and Lake View, who receive $900 and $600, respectively.

Police Department Salaries.—The salaries of the officers and subordinates in the Police department are as follows: General superintendent, $5,000; assistant superintendent, $3,000; chief inspector, $2,800; 4 division inspectors, $2,800 each; 1 secretary, $2,250; 1 private secretary, $1,500; 2 clerks, secretary's office, $1,200 each; 1 drillmaster, $2,000; 1 stenographer, $1,200; 1 assistant stenographer, $600; 1 custodian, $1,323; 1 clerk detectives office, $1,500; 2 assistant clerks, detective's office, $1,200 each; 1 night clerk, $900; 16 captains at $2,250 each; 52 lieutenants $1,500 each; 1 sergeant, detective's office, $1,600; 1 assistant clerk, $1,200; 56 patrol sergeants, $1,200 each; 86 desk sergeants at $1,200 each; 25 matrons at $630 each; 2 photographers, $1,200 each; 50 detective sergeants, $1,212.75 each; 10 police court bailiffs, $1,000 each; 6 pound keepers, $771.75 each; 2 patrolmen at mayor's office, $1,000 each; 1 patrolman at comptroller's office, $500; 25 lockup keepers, $1,000 each; 2 inspectors of pawnshops, $1,200 each; 4 inspectors of pawnshops, $1,000 each; 2 inspectors of vehicles, $1,200, each; 2 assistant inspectors of vehicles, $1,000 each; 250 patrolmen on duty at bridges, street crossings, depots, etc., $1,000 each; 140 patrolmen, first-class, for duty on patrol wagons, $1,000 each; 1,750 patrolmen, first-class, for regular duty, $1,000 each; 200 patrolmen (second class), for patrol duty, nine months at $60 per month; 6 engineers for police stations, $1,000 each; 6 assistant engineers for police stations (eight months) $551.25 each; 20 janitors at $530 each; 1 veterinary surgeon, $1,500; 1 assistant veterinary, $1,000; 15 hostlers, $630 each; 3 watchmen, $750 each; 6 drivers of supply wagons, $720 each; 70 drivers of patrol wagons, $720 each; 1 chief operator, police telegraph service, $1,300; 1 assistant operator, $1,000; 85 operators, police telegraph service, at $720 each; 4 drivers for ambulances, $720 each. Total for salaries of police department for the year 1891, $2,485,242.

Public Works Department—Salaries.—The salaries of subordinates are as follows: Secretary, $2,400; assistant secretary, $1,500; book-keeper, $2,400; assistant book-keeper, $2,000; clerk, $1,200; minor clerks from $600 to $1,000.

Sewerage Department—Salaries.—Superintendent, $3,500; 6 assistant engineers, $1,800 each; 6 rodmen, $900 each; chief clerk, $1,200; chief clerk of house drains, $1,800; permit clerk, $900; chief inspector house drains, $1,200; draughtsman, $1,200; draughtsman, $1,000.

Special Assessment Department—Salaries.—The salaries of subordinates are as follows: Attorney, $2,700; assistant attorney, $1,800; chief clerk, $2,100; clerk, $1,800; clerk, $1,680; two clerks, $1,500 each; four clerks, $1,400 each; sixteen clerks, $1,200 each; clerk, $1,000; three clerks, $900 each.

Street Department—Salaries.—The salaries of subordinates are as follows: Assistant superintendent, $2,000; chief clerk, $1,500; bill clerk, $1,200; permit clerk, $900; assistant permit clerk, $720; general clerk, $900; messenger, $720; chief sidewalk inspector, $1,500; superintendent of house moving, $1,800 (paid from fees).

Telephone Department—Salaries.—Chief operator, $1,300; assistant chief operator, $900; 71 operators, $720 each; 7 repairers, $1,000 each; 2 battery men, $900 each; 2 hostlers, $620 each; driver, $720; operator bridge telephone office, $720; 12 operators bridge telephone system, nine months, $472.50 each.

The Mayor and Council—Salaries.—The government of the city of Chicago is vested in a mayor, elected for two years, salary $7,000, and a city council, composed of sixty-eight aldermen, or two from each of the thirty-four wards, who receive a per diem for actual services, the total of which amounted this year to about $15,000. One alderman is elected from each ward on alternate years. The mayor is assisted in the performance of his duties by heads of departments and bureaus, as follows: Comptroller, $5,000; treasurer, including assistants, $25,000, and interest on city deposits, his right to the latter being now in dispute; city clerk, $3,500; commissioner of public works, $5,000; city engineer, $3,500; counsel of corporation, $6,000; city attorney, $5,000; prosecuting attorney, $4,000; general superintendent of police, $5,000; chief marshal of fire department, $5,000; superintendent of fire alarm telegraph, $3,675; commissioner of health, $4,000; city collector, $4,000; superintendent of special assessment, $3,500; superintendent of street department, $3,500; mayor's secretary, $2,500; mayor's assistant secretary, $1,500; mayor's messenger, $2,000.

PARK SYSTEM.

The Park System of Chicago was designed and is conducted upon an elaborate scale. In its entirety the area covered by the different parks and public squares within the city limits embraces 1,974.61 acres. This is exclusive of the ground covered by park boulevards. The Park System proper is divided into three divisions, each division being under the control of Park Commissioners, elected by the Courts. Thus we have three boards: The South Park Commissioners, the West Park Commissioners and the North Park Commissioners. The parks under the supervision of these commissioners are maintained by direct tax upon the respective divisions of the city. Under control of the city government are a number of small parks, squares and "places," which are maintained at the expense of the city treasury. [See "Area of Parks and Public Squares."] The parks of Chicago form, with the boulevards as their connecting links [See Map], a chain around the city, both ends of which are anchored in Lake Michigan. Only a very few years ago complaint to the effect that the great parks of the city were too far removed from the people, and practically inaccessible to the very class whom they were intended to serve, was general. Now, however, they are becoming the nuclei around which populous districts are growing. In a few years, instead of being on the outskirts of the city, they will be breathing places in its interior. For the visitor, all the parks are within convenient reach. Cable lines or street cars will carry you to any of them at the uniform rate of five cents. Trains on the Illinois Central will take you to Jackson Park (South Park Station) and return for twenty-five cents. The great parks are grouped as follows:

SOUTH SIDE.—Jackson Park—take Illinois Central train foot Randolph, Van Buren, Sixteenth, Twenty-second, Twenty-seventh or Thirty-first streets, or Cottage Grove avenue cable line. Washington Park—take State street or Cottage Grove avenue cable line, the former for Grand boulevard, the latter for Drexel boulevard entrance. Park phaetons convey visitors around Washington and Jackson parks, touching or stopping at all points of interest, for 25 cents per adult passenger; 15 cents for children.

WEST SIDE.—Douglas Park—take West Twelfth street or Ogden avenue cars. Garfield Park—take West Madison street cable or West Lake street cars. Humboldt Park—take Milwaukee avenue cable line, or West North avenue cars.

NORTH SIDE.—Lincoln Park—take N. Clark or Wells street cable line to main entrance; take North State street cars to Lake Shore Drive entrance.

Persons desiring to take other conveyances can make their selection from the hackney cabs, hansoms, coupes, etc., found at downtown stands. [See hack and cab rates.] Carriage arrangements may be made by telephone are known collectively and familiarly as "The South Parks." The cost to the city of the ground which they cover was $3,208,000. They are as yet in their infancy, but even now they rank among the finest parks in the world.

Ashland Boulevard.—From West Lake street to West Twelfth street, or, rather, from Union Park south to the boulevard extension of West Twelfth street, which makes the connection with Douglas Park. The finest residence street of the West Division. Elegant mansions rise on either side, from Monroe street south. There are also some handsome church edifices on the boulevard, among them the Union Park Congregational, opposite Union Park; the Third Presbyterian, between Madison and Monroe; the Fourth Baptist, near the intersection of Ashland and Ogden avenues, and Epiphany Episcopalian, at the southeast corner of Adams street. The boulevard is a fashionable drive. It is paved with asphaltum, and is the most perfect roadway in the city. This boulevard connects Washington with Twelfth, thus completing a circular drive which includes Douglas, Garfield and Union Parks.

Central Boulevard.—Connects Garfield with Humboldt Park; one and a half miles in length; average width, 250 feet. Leaves Garfield Park at West Kinzie street, runs north to Central Park avenue, east along Indiana street to Sacramento Square, north to Augusta street and Humboldt Park. This, like other West Side boulevards, has been neglected up to the present time, but improvements are now contemplated or under way which will make it a magnificent avenue. Even as it is at present, it is a pleasant drive between the two parks.

Douglas Boulevard.—Running from the west side of Douglas Park, at Albany avenue, west seven-eighths of a mile, then north seven-eighths of a mile, to Garfield Park. The roadway is kept in good repair and the drive is a beautiful one; but up to the present time, like the other West park boulevards, it has not received proper attention. The work of improvement, however, will now go on rapidly, and it is expected to be one of the finest of the boulevards before 1893. It is a very popular drive, for the circuit from Union Park to Garfield, then via Douglas boulevard to Douglas, and thence back by Ogden and West Twelfth street boulevards to Ashland boulevard and point of departure, completes a perfect summer evening's ride.

Douglas Park.—Area, 179.79 acres; situated four miles southwest of the Court-house; bounded on the north by West Twelfth street, on the south by West Nineteenth street, on the east by California avenue and on the west by Albany avenue. The district in the vicinity of this park was almost entirely destitute of residences ten years ago. Within a decade it has been built up, however, until those who have not visited the section for four or five years, or even two years, would hardly recognize it as the same. The popularity of the park, which has always been a beautiful piece of ground, has increased with the growth of the neighborhood and the improvement of the streets and drives in the vicinity. Douglas Park is beautifully laid out, well wooded and admirably situated. It has been cared for nicely of late years, and its lawns and flower beds bear evidence of skillful and faithful attention. Some of the avenues through this park are not surpassed by any in the city. The lake covers an area of seventeen acres. There is a handsome boat-house and refectory here. Douglas Park also has a medicinal artesian well with properties similar to those at Garfield and Humboldt Parks. The conservatories and propagating houses are among the largest of the system. [See Conservatories.] Vast improvements are promised for Douglas Park within the next two years.

Drexel Boulevard.—The eastern entrance to Washington Park commences at Oakwood boulevard and the junction of Cottage Grove avenue and Thirty-ninth street. It is a double driveway, 200 feet wide for its entire length, running south to Drexel avenue and southwest from that point to the park. Through the center is a wide strip of sward, covered here and there with beautiful shrubs, rose bushes and mounds. Upon the latter, which are interspersed with flower-beds of beautiful design, appear, during the summer season, unique figures wrought from flowers and foliage, and which attract thousands of sightseers annually. At the intersection of Drexel avenue is a magnificent bronze fountain, presented by the Messrs. Drexel of Philadelphia, in memory of their father, after whom the boulevard was named. On either side of the drivewaysare to be seen some of the handsomest mansionsand prettiest villas of Chicago. At the head of the boulevard, a few steps from the Cottage Grove avenue cable line, is the "Cottage" from which phaetons start, at intervals through the day, for a circuit of the South Parks.

Gage Park.—Area, 20 acres; situated at the junction of Western avenue and Garfield boulevard. It is laid out with trees, and will become a popular halting or half-way station, when the boulevards which enter it are completed.

Garfield Boulevard.—The first link in the chain which is intended to connect the South Park with the West Park system; 200 feet wide; extends along Fifty-fifth street from Washington Park to Gage Park, a distance of about four miles, in a direct westerly course. This boulevard is in good condition for driving, and soon will be completed. The plan is for a central driveway, bordered by grass and rows of trees outside of which there is to be on one side a roadway for equestrians, and on the other a carriageway, the whole to be lined with elm trees.

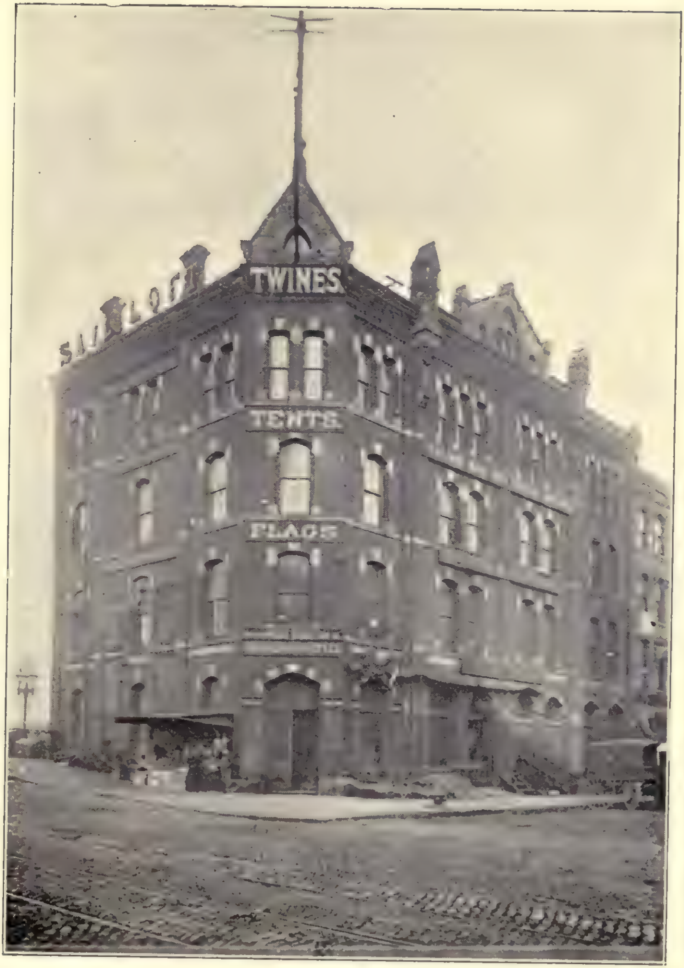
Garfield Park.—Area 185.87 acres, situated four miles directly west of the Court-house; bounded by Madison street on the south, Lake street on the north, and running a mile and a half west from the head of Washington boulevard. This was formerly known as Central Park. The name was changed in memory of President Garfield. The lake in the center of the park covers an area of 17 acres. The park is extremely picturesque, the drives and promenades being laid out in the most enchanting manner. The boat-house is one of the finest to be seen in the park system. There is a handsome fountain here, the gift of Mrs. Mancel Talcott, and an artesian well which furnishes half the city with medicinal mineral water. It is 2,200 feet deep, and discharges at the rate of 150 gallons per minute. The water is recommended for anæmia, diseases of the stomach and kidneys, and rheumatic disorders. Garfield Park is beautiful as it is, but just at present it is receiving the attention of West Side citizens, who contemplate making many improvements. Opposite the west end of the park on Madison street is the West Side Driving Park; west of the park near the Lake street side are the extensive shops of the West Division Railway Company. Just beyond the park on Madison street is the Fortieth street power-house of this company, and the terminus of the Madison street line. Connecting with the cable cars an electric railway line is now in operation, which carries passengers through the town of Cicero, out by Austin, Oak Park, the Grant locomotive works and other attractive points.

Grand Boulevard.—The western entrance to Washington park; 198 feet in width; beginning at Thirty-fifth street and entering the park at its north-western angle. Is bordered by a double colonade of elms and strips of sward. The road-bed is perfect for driving. On the western side a strip is reserved for equestrians. Toward the southern end another strip is reserved for speeding fast horses. It is one of the most fashionable drives in the city. Following up the avenue connecting with Grand boulevard you are carried past the "Retreat" and on to the Washington Park Race-track. By keeping on the same course you may return by the flower-beds and back via Drexel boulevard.

Humboldt Boulevard.—This boulevard is not completed nor in such condition as to be worthy of the attention of the visitor. It is intended to connect Lincoln and Humboldt parks. At present the drive between the two most used is along North avenue; a good street, which touches at the southern extremity of Lincoln and at the northern extremity of Humboldt. While on this subject it might be well enough to say that the entire system of western park boulevards are at this time receiving the serious attention of the public. It is thought that all will be much improved before 1893. [See West Park Improvement.] Humboldt boulevard as designed will be one of the most beautiful of the system. Wrightwood avenue will probably be taken to fill the gap between Lincoln park and the north branch of the Chicago river. As shown in the commissioner's plans, Humboldt boulevard runs west a mile and a quarter to Logan square, then south one-half mile to Palmer place, which extending north two blocks opens into a third division running south three-quarters of a mile into Humboldt park at North avenue. The boulevard proper will be 250 feet wide; Logan square 400 by 800 feet; Palmer place 4,000 by 1,750; total length of drive, three miles.

Humboldt Park.—Area, 200.62 acres; situated four miles northwest from the Court House; bounded on the north by West North avenue; on the south by Augusta street; on the east by North California avenue, and on the west by North Kedzie avenue. This is one of the prettiest of the West Side parks. It is laid out beautifully, has a charming lake, splendid avenues; is clothed in superb foliage, and in the summer season makes a magnificent display of flowers. Its conservatory is conducted admirably. There is a mineral artesian well here, 1,155 feet in depth. This park is the popular resort of the northwestern part of the city, and forms one of the group of three in the West Division. Immense improvements are contemplated, both as regards the park proper and its boulevard connections.

Jackson Park.—Area, 586 acres; about eight miles from the Court House; bounded by Lake Michigan on the east; Stony Island avenue on the west; Fifty-sixth street on the north; and Sixty-seventh street on the south. This beautiful park has been brought into great prominence of late by reason of its selection as the site for a portion of the Columbian Exposition. About one-third of the park had been improved up to the present year, although immense works have been in progress for some time in preparing the unimproved portion for the public. These works included excavating and dredging for the chain of lakes which are to have connection with Lake Michigan; bridge and breakwater construction; leveling and embanking, and landscape gardening on an extensive scale. The improved portion of the park is at the northern end. Here there is a broad stretch of sward which has been used frequently as a parade ground by the militia, and by large picnic parties. This is surrounded or hemmed in by a wooded avenue of great beauty, which opens upon a sea-wall and a beautiful view of Lake Michigan. There is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[Engraved for The Standard Guide Company.]
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[See "Guide."]

erected here an immense shelter, of great architectural beauty, where thousands may, on occasion, be protected either from the heat of the sun or from a sudden rainfall. The trees and shrubbery in the improved part of the park, as well as the flowers, are very attractive, although the variety which one finds in some of the other parks is lacking. The number of trees and shrubs in the unimproved portion is comparatively small. About Sixty-first street there is one clump of oaks and maple, shot here and there with bunches of fiery sumac. There is another and a larger grove west and north of this. Beyond there, except for a few small bunches and a fringe along the west fence, the unimproved portion is unbroken by wood. Jackson park will have undergone such alterations before the close of the present year that time spent in describing it as it is to-day would be time wasted. The opportunity of making it the grandest park of the system presents itself, and it will undoubtedly be taken advantage of. [See "World's Columbian Exposition."]

Jackson Boulevard.—West Jackson street from Halsted street to Garfield Park has finally been declared a boulevard by the Supreme Court. The Park Commissioners will have the boulevard fully improved before the close of 1891.

Lake Shore Drive.—This is the grandest boulevard drive in Chicago. Beginning at the North Side Water-Works on Pine street it skirts the lake to the northern extremities of Lincoln Park, where it connects with Sheridan Road, which is nearly completed for 25 miles along the north shore. Before reaching the park some of the most magnificent mansions in the city are passed on the left. On the right is a fringe of sward, dotted with flower-beds and covered with beautiful foliage in the summer months. The lake beats against an embankment to the right, and frequently the spray is dashed across the flower-beds when the sea is high. Reaching the park you pass through beautiful avenues until you strike the Drive again. Here vast improvements are being made. Some years ago the State legislature gave the Lincoln Park Commissioners the right to issue bonds for $300,000 with which to defend the shore line against the encroachments of storm-tossed Lake Michigan. With that sum as a nucleus the commissioners designed and began work on a system of improvements which, when completed, will have cost a sum many times that raised from the original issue of bonds. Enough has now been finished to give a general idea of the work as it will appear when a continuous sea-wall will extend from Ohio street to almost the extreme northern limit of the city. The work was commenced in the Spring of 1888 at the foot of North avenue. Several hundred feet out in the lake a line of piles was driven. Powerful dredging-machines were placed in position and slowly but surely acre after acre was reclaimed from the lake. It is at this point that the Lake Shore Drive joins the boulevard now in course of construction. It will be finished this year. The breakwater proper rests on piles driven thirty-five feet into the sand. On this foundation granite blocks are laid and securely cemented. Back of this starts the paved beach, forty feet in width, slanting at an angle of about twenty degrees until it meets the granilethic promenade. This promenade is the most attractive feature of the improvement and is destined to become famous. Imagine a twenty-foot promenade, smooth as glass, three miles in length, with Lake Michigan vainly striving to scale the paved beach to the east of it, and a grand boulevard lined with carriages to the west of it; a promenade commanding on one side a magnificent view of the lake, and on the other a prospective of Lincoln Park with all its natural and acquired beauties. There is nothing rigid in the lines of the promenade or boulevard. Without detracting from the attractiveness of the sweeping crescent described by the sea-wall at Jackson Park, it must be said that the sinuous curves marking the contour of the Lincoln Park beach, promenade, boulevard and canal, are more artistic and pleasing. The old shore-line has been followed as nearly as possible. It is hard to improve on nature. With the shifting sands as the only obstacle to check their course, the waves have drawn along the beach curves such as would delight a follower of Hogarth. When they planned the outlines of the drive-way the commissioners wisely decided to follow nature. They have made no mistake. The objective point is Diversey avenue, the northern limit of the park. Here the regatta course will end, but the sea-wall and boulevard will be continued by the people of Lake View, who propose to make the Sheridan Road and the Lake Shore Drive continuous. The sea-wall will be extended to Byron avenue, opposite Graceland cemetery. It is thought that the park commissioners will be able to complete their part of the work by the commencement of next winter. They will then have added 100 acres to the area of the park, and have given to Chicago a boulevard and regatta course unequaled in the world. Between the new boulevard and the park there will be three connecting points. There will be land connection at the north and south ends of the park and a bridge at a point opposite Webster avenue. The canal will connect with the lake at two points, one opposite Wisconsin street and the other at Fulton avenue. The boulevard will cross these connections on steel swinging bridges of a special construction. It will be several years before the dreams of the designer will be fully realized. Rows of shade trees will be planted to the east of the boulevard, and between the trees and the edge of the regatta course the sloping lawn will be beautified in the highest style of the landscape gardener's art. Between the west shore of the regatta course and the present Lake Shore Drive is a tract of land now piled high with stone and pine bark. This will be made one of the finest features of the park. Planked thus on either side by verdure-decked banks, the canal will wind its sinuous course towards what was Fisher's garden. At no point will this placid stretch of water be less than 150 feet in width, while the average is nearer 200. At the ends it is widened to 350 feet, so as to permit boats to make a sweeping turn. Hardly less important is the improvement contemplated by the Lincoln Park Commissioners and the property owners who own the land fronting the lake between Elm and Oak streets. The sea-wall ends at Elm street on the south. With it the Lake Shore Drive practically comes to an end. The problem which has ever confronted the boards of park commissioners is to connect the North and South Side boulevard systems. In a recent message to the city council, Mayor Cregier suggested that Michigan boulevard be connected with a viaduct extending over the Illinois Central tracks and crossing the river at some point between Rush street and the lake. An expensive plan, there seems to be no other available. It is proposed to swing the boulevard out into the lake, starting at Elm street. It will curve out 1,000 feet from the present line and strike the existing beach at the foot of Ohio street. The Lake Shore Drive has for years been the fashionable rendezvous of the North Side. Thousands of carriages line the beautiful embankment on summer afternoons.

Lincoln Park.—Area, 250 acres, two and a half miles in width by one and a half miles in length; bounded by Lake Michigan on the east; Clark street on the west; North avenue on the south, and Diversey street on the south.

The southern portion was formerly a cemetery. The tomb of the Couch family remains; all others were long since removed. First board of commissioners appointed in 1869, since which time it has been under State supervision. There is embraced within this small piece of territory perhaps more attractions than can be found in any park of the country. Where nature left off art began, and the two have contributed toward making Lincoln Park the most charming in the city. The visitor will be delighted with the undulating character of the ground, the gracefully winding and curving avenues, which stretch out in every direction; the beautiful lakes, the handsome bridges, the splendid foliage, the magnificent statuary, the gorgeous banks, beds and avenues of choicest flowers, the rare and wonderful shrubbery, the pretty little dells, knolls and nooks, that lie half concealed beneath the noble trees, and last, though not least, with the zoological collection, which has contributed in no small degree toward making Lincoln Park famous. Here we find the Grant monument, facing Lake Michigan on the Lake Shore drive. This magnificent work of art was presented by the citizens of Chicago, and cost $100,000. Here, also, is the Lincoln statue, by St. Gaudieur, facing the main entrance, a splendid likeness of the great president, and pronounced one of the finest pieces of sculpture in the world. This statue cost $50.000, and was presented, together with a drinking fountain, by the late Eli Bates. Here, also, are the "Indian Group" in bronze, presented by the late Martin Ryerson; the La Salle monument, presented by Lambert Tree, and the Schiller monument, presented by German residents of Chicago. An entire day may be spent pleasantly by the visitor in Lincoln Park. The great conservatories, flower beds and zoological collection, can hardly be seen in less time. There is a comfortable refectory in the boat-house on the main lake. Boats may be rented at 25 cents an hour.

Lincoln Park Palm-House.—The plan of the new palm-house just erected at Lincoln Park, drawn by Architect Silsbee, shows a beautiful structure of steel and glass, light, airy and picturesque, sixty feet high, resting upon a bowlder foundation of split granite. The main building is 168x70 feet, with a rear extension of seventy feet, making the entire length of the structure 238 feet. In front of the main building there is to be a lobby 25x60 feet, which is approached by a vestibule twenty feet square. The interior of the main building shows an unbroken stretch, save a few light supporting iron columns for the glass roof. The conservatory is in the rear of the palm-house. It is thirty feet wide. At the extreme north end is a room 30x60 feet, which will be exclusively devoted to the culture of orchids. This room will be further beautified by a sort of observatory tower built of pressed brick and terra-cotta trimmings. The building will be erected on two terraces northeast of the present canal vista and the animals' summer quarters. The terraces occupy the space due north of the present green-houses. The latter structure will be removed as soon as the new palm-house is completed. The main approach to the palm-house will be from the floral gardens. The new house will cost $60,000.

Michigan Avenue Boulevard.—Michigan avenue, from Jackson street on the north to Thirty-fifth street on the south, a distance of three and a quarter miles. It is 100 feet wide from curb to curb, and skirts the Lake Front Park, the site for a portion of the Columbian Exposition. Formerly the ultra fashionable residence street of the city. Now undergoing a transformation. [See "Michigan Avenue."]

Midway Plaisance.—Area, 80 acres; a woodland drive connecting Washington with Jackson Park, and, although unimproved to any extent worth mentioning up to this year, one of the most beautiful and romantic avenues within the park system. It runs between Fifty-ninth and Sixtieth streets, and is one and one-tenth miles in length. The Midway Plaisance, with adjoining lands added, will become the site of a portion of the Columbian Exposition. The plans for improvement during the next two years are elaborate. [See "World's Columbian Exposition."]

North and South Side Viaduct.—If a great viaduct instead of a subway is decided upon it will take the following route: Beginning at a point on St Clair street south of Ohio, at a point where the Sheridan drive now terminates, the viaduct of solid masonry work fifty feet wide, exclusive of pedestrian ways on each side, takes its rise. South on St. Clair to Michigan street, thence southwestwardly across Michigan street and the parallel railroad tracks; thence south along and over a private street between Kirk's soap factory and the McCormick, thence by a drawbridge across the river and by a long span across the Goodrich steamer docks to Front street, west on Front to a private street which is a continuation of Central avenue, and south along this private street and Central avenue to the Randolph street viaduct, at which point it begins to fall. By easy stages from the viaduct in a southwestwardly direction, the new viaduct is traced across the northwest corner of the unimproved part of the Lake Front Park to Michigan avenue and Washington street, where it comes to the level of the avenue.

Oakwood Boulevard.—Connects Drexel and Grand boulevards; 100 feet wide and half a mile long. It enters Grand boulevard at Thirty-ninth street, and touches Drexel boulevard at its intersection with Cottage Grove avenue.

Ogden Boulevard.—Running southwest from the junction of West Twelfth street boulevard and Oakley avenue. Not yet completed, but being rapidly pushed forward. It will connect Ashland and West Twelfth street boulevards with Douglas Park.

Thirty-Fifth Street Boulevard.—The connecting link between Grand and Michigan avenue boulevards; sixty-six feet wide and one-third of a mile in length.

Union Park.—Area, 14.3 acres; situated one and three-quarter miles directly west of the Court House; bounded by Warren avenue on the south, Lake street on the north, Ogden avenue on the east and Ashland avenue on the west. This park, one of the oldest in the city, only passed into the hands of the Park Commissioners a few years ago. Since then it has undergone many alterations and improvements. On the northeast corner of the park stands the headquarters of the West Park Board. The lake has recently been enlarged and rebedded; many unsightly mounds have been cut away, and every year will add to its attractiveness in the future. The portion of the park, through which Washington boulevard passes, is laid out in flower beds. This is one of the most popular West Side breathing places in the summer, and on Sundays it is usually crowded.

Washington Boulevard.—The continuation of West Washington street, west from Halsted street to Garfield Park, and the driveway from the center of the city to the parks and boulevards of the West Park System. Passes through Union Park, a beautiful square. This boulevard is lined for the entire distance of nearly three miles with handsome residences. Large shade trees and a continuous strip of green sward fringe either side of the avenue.

On Washington boulevard are many fine church edifices. The Chicago Theological Seminary is passed at Union Park and Warren avenue; the Episcopalian Seminary on the north side, west of California avenue.

Washington Park.—Area, 371 acres; situated about one and a quarter miles west of Lake Michigan and about six and a half miles southeast of the Court House; bounded on the east by Kankakee avenue, on the west by Cottage Grove avenue, on the north by Fifty-first street and on the south by Sixtieth street. The finest of Chicago's parks, more by reason of its magnificent entrances, Drexel and Grand boulevards, than by any great natural or artificial attraction of its own, although its flower beds are the most beautiful of any. It lacks many of the advantages which are enjoyed by Lincoln and Jackson Parks, the contiguity of the lake being of itself one of the greatest charms of the two last named. It can not boast of a zoological garden that will compare with Lincoln Park's, nor of the magnificent monuments that are making the north shore park classical ground. But South Park has statelier trees, grander avenues, more sweeping perspectives, more charming drives than any other park in the city. It has the famous "Meadow," a stretch of velvety sward that covers 100 acres and the "Mere," with its thirteen acres of water, picturesquely sparkling behind long lines of ancient oaks and elms, and bathing the emerald banks of the mounds and knolls which almost conceal it from the view of the passing visitor. It has also its great conservatory [see Conservatories] and its splendid stables, which cover 325x200 feet, and through which you will be driven if you take a park phaeton. It has its delightful refectory, known as the "Retreat," where refreshments are served for man and beast, but its flower gardens are its greatest boast, and here the visitor will pause the longest, for the angle in front of the flower house is probably the most seductive spot Chicago has to offer the lover of the beautiful in nature. Here you will find, during the months between May and November, the best exhibition of the landscape gardening art in the world. Flowers and foliage are made to do, in the hands of the gardener, what the brush and palette accomplish for the artist. The designs are changed annually, and are always original, always interesting and always lovely. An entire day can be very pleasantly spent in Washington Park.

West Twelfth Street Boulevard.—West from Ashland avenue to Oakley avenue, were it connects with Ogden boulevard, which runs in a southwesterly direction to Douglas Park. This boulevard is planted with a double row of trees and parked through the center, street cars and traffic teams taking the roadways on either side. It is a splendid driveway and is becoming more and more popular every year.

Western Avenue Boulevard.—A zig-zag boulevard is projected to connect Douglas Park with Western avenue, which it is proposed to boulevard south to Gage Park. From the latter point, a boulevard is to extend east to Washington Park, thus connecting the West and South Side park systems. For some inscrutable reason the east and west boulevard last mentioned is called Garfield, probably with the idea in view of creating still more confusion in the nomenclature of streets, which is confused badly enough now to be a constant annoyance to residents. How strangers will be able to grapple with the intricacies of street, avenue and boulevard names is uncertain. The boulevard known as Western avenue is not beyond the point of projection, and neither is the boulevard known as Garfield, but it is probable that the completion of these connecting links will now be hastened, as they will open up a driveway from the great southwestern portion of the city to the Columbian Exposition site. [See Map.]

City Parks.—There are a number of small but very pretty parks scattered throughout the city, not under the control of the State Park Commissioners. These are maintained at the expense of the municipal government. Many of them, as a matter of fact, are of far more importance to the neighborhoods in which they are situated than the larger and more pretentious ones. Among these are the following: On the South Side: *Lake Park,* known more familiarly as the Lake Front; bounded by Lake Michigan on the east, Michigan avenue boulevard on the west, Randolph street on the north and Park place on the south. From Randolph street to Madison has been vacant in the past; the space between Madison and Jackson has been covered with the B. & O. railroad passenger depot, the First Regiment Armory, Battery D Armory and the Inter-State Exposition buildings; and the space between Jackson street and Park place only has been improved as a park. The area of the park proper is forty-one acres. This is all made ground, having been recovered from the lake by filling in with the debris of the great fire. Lake Park has come into prominence of late by reason of its having been selected as the site of a portion of the Columbian Exposition [see "World's Columbian Exposition"]. The park has been very popular with the business people of the South Side, not because of its attractions, but rather on account of the large area of free breathing space which it gives contiguous to the business center. *Groveland* and *Woodlawn* parks adjoin each other on Cottage Grove avenue, near Thirty third street. Take Cottage Grove avenue car. These parks, together with the University grounds, which were opposite, were a gift from the Hon. Stephen A. Douglas. The University has been abandoned, and the buildings removed. [See "University of Chicago."] The Dearborn Observatory, which was formerly attached to the University, has become a part of the Northwestern University at Evanston, the great telescope having been transferred to the care of that college by the trustees. [See Northwestern University.] *Douglas Monument Square;* area, 2.02 acres; situated on the Lake shore, between Thirty-fourth and Thirty-fifth streets, and close to the two parks last mentioned. Take Illinois Central train to Thirty-fifth street. Here stands the mausoleum and monument to Stephen A. Douglas [See "Douglas Monument"], a pretty little square; from which a splendid view of Lake Michigan may be obtained. *Ellis Park;* area, 3.38 acres; situated four miles south of the Court House; between Vincennes and Cottage Grove avenues, at Thirty-seventh street. *Aldine Square;* area, 1.44 acres; situated at Thirty-seventh street and Vincennes avenue, which is surrounded by beautiful private residences, and a number of other smaller squares and parks, farther to the south. West Side: *Jefferson Park,* area, 5.5 acres; situated between Adams street on the south, Monroe street on the north, Throop street on the east and Loomis street on the west. Take Adams street car to Centre avenue or Madison street cable line to Throop street. A beautiful and popular little park, with many attractive features. *Vernon Park;* area, 4 acres; situated between Gilpin place on the south, Macalister place on the north, Centre avenue on the east and Loomis street on the west. Two miles from the Court House. Take Adams street or West Taylor street cars. *Wicker Park;* area, 4 acres; situated in the triangle between Park, North Robey and Fowler streets; three miles northwest from the Court House. Take Milwaukee avenue cable line. North Side: *Washington Square;* area, 2.25 acres; situated between North Clark street, Dearborn avenue, Lafayette place and Washington place. This is a popular resort for North Siders who do not care to go as far as Lincoln Park, and for children.

There are other parks and squares not mentioned here, such as *Campbell* and *Congress* parks on the West Side and *Dearborn* park on the South Side. The former has no attractions for the visitor. The latter is fenced in and is the proposed site of the new Public Library building. Its area is 1.43 acres, and it is situated on Michigan avenue, facing east, between Dearborn and Washington streets, opposite the north end of the Lake Front.

West Side Park Improvement.—A committee of one hundred West Side residents has in charge the matter of improving the West Side parks and boulevards immediately. The step the property owners believe it necessary to take is the issuance of not less than $1,000,000 in bonds and the levying of a tax of not less than six mills. The improvements contemplated are as follows: The total length of Humboldt boulevard as planned is 13,238½ lineal feet, comprising an area of ninety acres. Logan square is 400 feet wide, and Palmer square is the same. From Palmer square to North avenue the boulevard is, for a considerable distance, 317 feet wide. Humboldt Park contains over two hundred acres. While less than half is improved and beautified at present, the whole is to be brought under the hand of the artist and landscape architect within the next two years. Of the two and one-half miles of public streets fronting on Humboldt Park, but one and one-half miles are at present improved. The new plans contemplate the improvement and ornamentation of the whole distance. Central boulevard, from Augusta street to Grand avenue, a distance of 890 feet, is 400 feet wide; from Grand avenue to Sacramento square, a distance of 2,206 feet, it is 263 feet wide. Sacramento square is to be a 400 foot square, and from that point the boulevard is to be 250 feet wide until it reaches Central Park square, which is a distance of 3,662 feet. Central Park square is to be a 400-foot square. The seventy-five acres of unimproved grounds in Garfield Park are to be put in splendid order, and the three miles of unimproved public streets surrounding it are to be put in much better shape than the quarter of a mile of the same already improved. Douglas boulevard will be 250 wide from Colorado avenue to the square south of Twelfth street, which is a distance of 4,077 feet. The square will be the usual 400 feet, and the boulevard from that point to Douglas Park will be 250 feet wide. Douglas Park has ninety-six and a half acres improved and eighty-three and a half acres unimproved. The latter is to be beautified under the new plans, and all the public streets which surround the park are to undergo a transformation. Southwestern boulevard will be 250 feet wide from the park to the east turn, which is a distance of 2.950 feet, and will run a uniform width for its whole length of 11,148 feet. The plans also include the addition of many attractions to the parks. These will include lakes in the now unimproved portions, buildings for the accommodation of visitors, cafes, boating facilities, lawns, flowers, trees and pavilions. In short, the system when completed will be the finest in the world. The total length of all the boulevards ouside of the parks, as planned under the new order of things, is nearly eighteen miles. This will make the whole drive on the West Side nearly twenty-two miles.

POLICE DEPARTMENT.

The police department of the city of Chicago is under the official control of the mayor and is conducted by a general superintendent (Robert W. McClaughrey); an assistant superintendent (George W. Hubbard); a secretary with the rank of captain (Jos. B. Shepard); a private secretary to the general superintendent (Thomas L. Perkins); a chief inspector (Fred. H. Marsh); four division inspectors (Lyman Lewis, commanding the first division; Nicholas Hunt, commanding the second division; Alexander S. Ross, commanding the third division, and Michael J. Schaack, commanding the fourth division); 16 captains, 52 lieutenants, 56 patrol sergeants and 86 desk sergeants. The total force, including officers and men, number 2,503.

Bureau of Identification.—This bureau is in charge of Michael P. Evans, who has held the position almost continuously for the past 11 years. Under his management and by the aid of his valuable assistants—(Geo. M. Porteous, Victor George, Andrew Rohan, Edgar Marsh, Sidney Wetmore and Walter Müeller), the bureau has become a valuable adjunct of the detective department. It contains the pictures of more than 12,000 criminals; many of them the most noted criminals in the country. The Bertillon system of measurements was adopted by the department some years ago, and is conducted by Geo. M. Porteous, whose knowledge of the system was acquired under the instruction of M. Bertillon, the father of the system at Paris, France. The Bureau now contains the measurements of about 4,000 criminals.

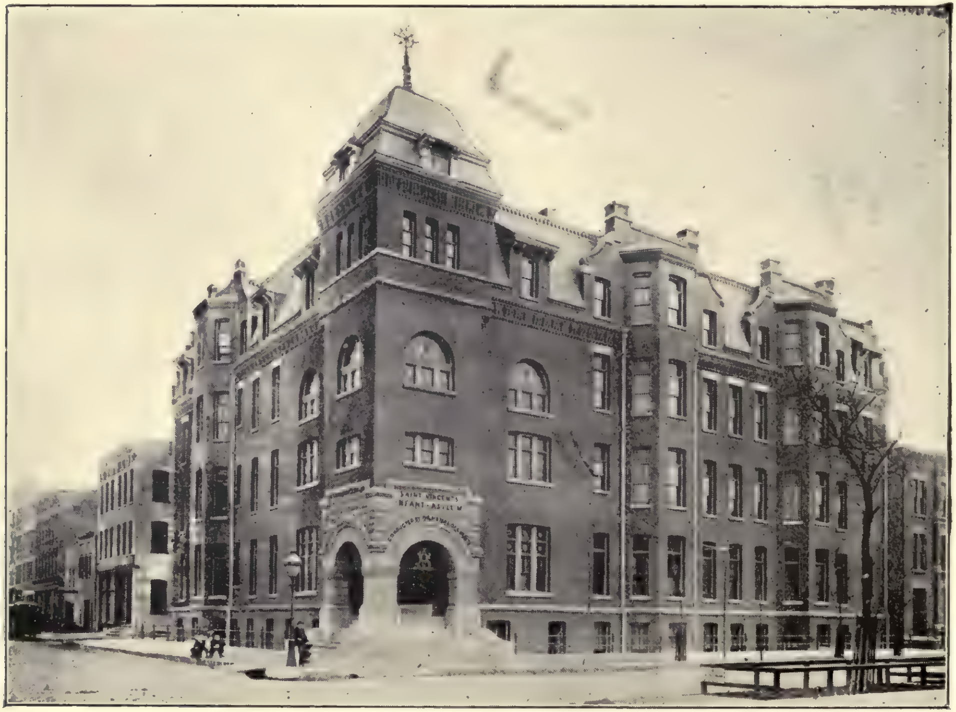
"*Central Detail.*"—This old, familiar title, as applied to those policemen who do patrol duty during the day time in the central part of the city, at bridges, railroad depots, street crossings, etc., has been abolished. The Central Detail police are now attached to the "First Precinct, First District, First Division." This precinct patrols that portion of the South Division of the city lying north of the center of Van Buren street. It contains the greater portion of the wholesale mercantile and banking interests of the city, and has an area of about one square mile of territory, containing about 40,000 inhabitants. The command at present includes the following officers; 1 captain, 3 lieutenants, 3 patrol sergeants, 3 desk sergeants, 164 patrolmen on permanent post duty, 57 patrolmen on patrol duty, 2 patrolmen in plain dress, 4 patrolmen detailed in signal service, 3 patrolmen detailed as vehicle inspectors, 1 patrolman detailed on licences. Total, 241.

Cost of Maintenance.—The amount appropriated for the maintenance of the Police Department in 1891 was, for salaries, new sites for buildings and for miscellaneous expenses, about $3,000,000.

Detective Department.—The Detective department and Bureau of Identification (Rogues Gallery) is under the control of Chief Inspector F. H. Marsh, with headquarters at the City Hall. The force consists of 1 Chief Inspector, 1 Captain (John Shea), 1 Detective Sergeant (L. Hass), and 50 Detective Sergeants. They are not uniformed. Under the present organization the department has become very effective and has done some very fine detective work for which they have been very highly complimented.

Division Headquarters and Precincts:—The following are the Division Headquarters, with commanding officers and precincts as established in 1892

First Division: Inspector, Lyman Lewis. Headquarters, Harrison and Pacific Avenue. 1st District, 1st Precinct, City Hall, formerly the central detail. 2nd District, 2nd Precinct, Harrison and Pacific Ave. 2nd District, 3rd Precinct, 22nd and Wentworth Ave. 2nd District, 4th Precinct, 2523 Cottage Grove Ave. 3rd District, 5th Precinct, 144 35th St. (Stanton Ave.) 3rd District, 6th Precinct, Thirty-fifth near Halsted. 3rd District, 7th Pre-


SAINT VINCENT'S
INFANT ASYLUM

[Engraved for The Standard Guide Company.]

ST. VINCENT'S INFANT ASYLUM AND MATERNITY HOSPITAL.

[See "Hospitals."]

cinct, 2913 Deering St. 3rd District, 8th Precinct, (Brighton Park,) California Ave., near 38th St. 3rd District, 9th Precinct,——.

Second Division: Inspector, Nicholas Hunt. Headquarters, 53rd St. and Lake Ave. 4th District, 10th Precinct, 53rd and Lake Ave. 4th District, 11th Precinct, 50th and State St. 5th District, 12th Precinct (Woodlawn Station,) 321 63rd St. 5th District, 13th Precinct (Grand Crossing,) Dobson Ave bet. 75th and 76th Sts. 5th District, 14th Precinct (Kensington,) Kensington Ave. and Front St. 6th District, 15th Precinct (South Chicago,) 93rd and So. Chicago Ave. 6th District, 16th Precinct, (Hegewisch, 134th St. and Superior Ave. 7th District, 17th Precinct (Englewood,) 64th St. and Wentworth Ave. 7th District, 18th Precinct, to be opened at 86th St. and Vincennes Ave. 8th District, 19th Precinct, Mattson and Halsted Sts. 8th District, 20th Precinct,——

Third Division: Inspector, A. S. Ross. Headquarters, Desplaines and Waldo Place. 9th District, 21st Precinct, Morgan and Maxwell St. 9th District, 22nd Precinct, Canalport Ave. near Halsted. 9th District, 23rd Precinct, cor. Hinman and Paulina Sts. 9th District, 24th Precinct, West 13th St. near Oakley Ave. 9th District, 25th Precinct (Lawndale.) 9th District, 26th Precinct.——10th District, 27th Precinct, Desplaines St. near Waldo Place. 10th District, 28th Precinct, 609 W. Lake St. 10th District, 29th Precinct, 256 Warren Ave. 10th District, 30th Precinct, W. Lake and 43rd St. 10th District, 31st Precinct, ——

Fourth Division: Inspector, M. J. Schaack Headquarters, E. Chicago Ave. Station. 11th District, 32nd Precinct, 233 W. Chicago Ave. 11th District, 33rd Precinct, 99 W. North Ave. 11th District, 34th Precinct, W. North Ave. near Milwaukee Ave. 11th District, 35th Precinct, Milwaukee Ave., and Attrell St. 11th District, 36th Precinct (Irving Park,) Milwaukee Ave. and Irving Park Blvd. 11th District, 37th Precinct.——12th District, 38th Precinct, E. Chicago Ave., near N. Clark St. 12th District, 39th Precinct, Larrabee St. and North Ave. 12th District, 40th Precinct, 958 N. Halsted St. 13th District, 41st Precinct (Lake View,) Sheffield Ave., near Diversey St. 13th District, 42nd Precinct, Halsted and Addison Sts. 13th District, 43rd Precinct,——

Headquarters.—The headquarters of the police department are located in the City Hall.

Police Matrons.—There are twenty-five matrons each receiving $630 per annum, they are employed at the principal precinct stations to care for females and children arrested. Under Chief McClaughrey an advisory board has been organized composed of ladies selected by the different women's organizations in the city, whose duty it is to investigate and report to the General Superintendent the manner in which these matrons perform their duty, and to recommend such improvements as they deem proper.

Patrol System.—The Patrol Wagon system, which is worked to perfection in this city, had its origin in Chicago. From the patrol boxes located at convenient corners, or by telephone from any point, place of business or residence, a patrol wagon containing from four to eight police officers may be summoned at any hour of the day or night. The response is quick, surprisingly so to strangers, who are always interested in its operation. The telephone and telegraph are constantly employed in connection with the police system of Chicago, and some arrests of dangerous and notorious characters have been made within recent months by the operations of this system that could not have been accomplished under the old methods. The patrol service is also an ambulance corps, and renders valuable assistance in rescuing the injured in accidents, or in carrying to hospitals those who are suddenly stricken with illness. Besides the patrol wagons there are two regular ambulances connected with the department, and others are to be added. The number of patrol wagons in the service is 35.

Policemen's Benevolent Association.—Condition at close of 1891:

Cash on hand January 1, 1891	$11,456
Receipts during 1891	62,915
Total	$74,371
Expenditures during 1891	$67,558
Balance January 1. 1892	6,813

The number of members in the association January 1, 1892, was 1,643.

The officers for 1891 are: President, Sergt William Dollard; Vice-President, Sergt. Rudolph Sanderson; Treasurer, Michael Brennan; Recording Secretary, Daniel Hogan; Financial Secretary, William S. McGuire.

POPULATION STATISTICS.

The present ratio of gain in the population of the city of Chicago is estimated at 1,000 per week. In the last twenty-two months, or, say ninety weeks intervening between the time of the completion of the school census, in June, 1890, and the present time, April, 1892, 90,000 persons would, therefore, be added to the population of the city. The school census figures were 1,208,669. Add 90,000, and we have 1,298,669. Add additions to population by annexation, since June, 1890, say 10,000, and we have 1,308,669. It is perfectly safe, therefore, to claim for Chicago in the spring of 1892, in round numbers, a population of ONE MILLION THREE HUNDRED THOUSAND. The statements which follow are all based upon the last school census returns.

Nationalities Represented.—Chicago is a thoroughly cosmopolitan city. Less than one-fourth of her people are of American birth—fully one-third of the 292,463 native-born citizens are of immediate foreign extraction. The following is a careful estimate of the nationalities represented.

American	292,463	Hollanders	4,912
German	384,958	Hungarians	4,827
Irish	215,534	Swiss	2,735
Bohemian	54,209	Roumanians	4,350
Polish	52,756	Canadians	6,989
Swedish	45,877	Belgians	682
Norwegian	44,615	Greeks	698
English	33,785	Spanish	297
French	12,963	Portuguese	34
Scotch	11,927	East Indians	28
Welsh	2,966	West Indians	37
Russian	9,977	Sandwich Islanders	31
Danes	9,891	Mongolians	1,217
Italians	9,921		1,208,669

Population by Divisions.—According to the census of 1880 the South Division had a population of 127,266, the West Division 276,321, and the North Division 99,717. Between 1880 and 1889 the West gained rapidly on the other sides, until, before the annexation of adjoining towns, it was estimated to contain two-thirds of all the inhabitants in the city. The acquisition of the populous towns of Hyde Park and Lake, on the South, and Lake View and Jefferson, on the North, by the vote of 1889, however, swelled the population of these divisions to a point which considerably weakened the ascendency of the West Division.

Growth by Wards.—In order to illustrate the rapidity with which the population of Chicago increases, the following tables, showing the increase in the inhabitants of the different wards between 1888 and 1890 is given. Comparison is made between the school census returns of both years:

Ward.	*Population in 1890.*	*Population in 1888.*	*Increase.*
1	44,897	32,333	12,564
2	30,652	26,964	3,688
3	30,511	28,052	2,459
4	31,415	26,236	5,179
5	40,642	40,067	575
6	45,199	40,512	4,687
7	45,699	36,398	9,301
8	36,539	33,497	3,342
9	41,411	36,592	4,819
10	42,925	33,435	9,490
11	37,182	32,298	4,884
12	52,127	40,536	11,591
13	37,501	32,023	5,478
14	40,724	31,350	9,374
15	42,342	29,761	12.681
16	58.699	50,750	7,949
17	28,333	24,589	3,744
18	35,126	31.667	4,459
19	48,590	41,671	6,919
20	27,126	22,597	4,715
21	35,335	30,620	4,529
22	36,505	32,283	4,222
23	41,519	38,579	2,940
24	35,120	30,141	4,979

These are the old wards. The population of the new wards must be compared with the population of the townships in which they are situated.

Townships.	*Wards.*	*Population in 1890.*	*Population in 1888.*	*Increase.*
Lake View	25	23,788	46,164	5,627
	26	28,003		
Jefferson	27	11,368	11,552	1,935
Part of Cicero	28	8,785	6,850	
Lake	29	31,139	84,585	17,860
	30	49,718		
	31	21,586		
Hyde Park	32	29,412	67,062	11,191
	33	29,230		
	34	29,611		

The large increase in the population of Jefferson was due to the fact that a great portion of it, containing about 4,000 persons, was annexed during 1889.

Following is the population by Divisions, according to the school census of 1890:

Total population of South Division, comprising the South Town wards and those of Lake and Hyde Park, male, 222,077; female, 191,845; total, 413,922.

Total population West Division, comprising the West Town wards and Twenty-eighth ward (annexed portion of Cicero), male, 297,722; female, 258,261; total, 555,983.

Total population North Division, comprising the North Side wards and those of Lake View and Jefferson, male, 126,091; female, 112,673; total 238,764.

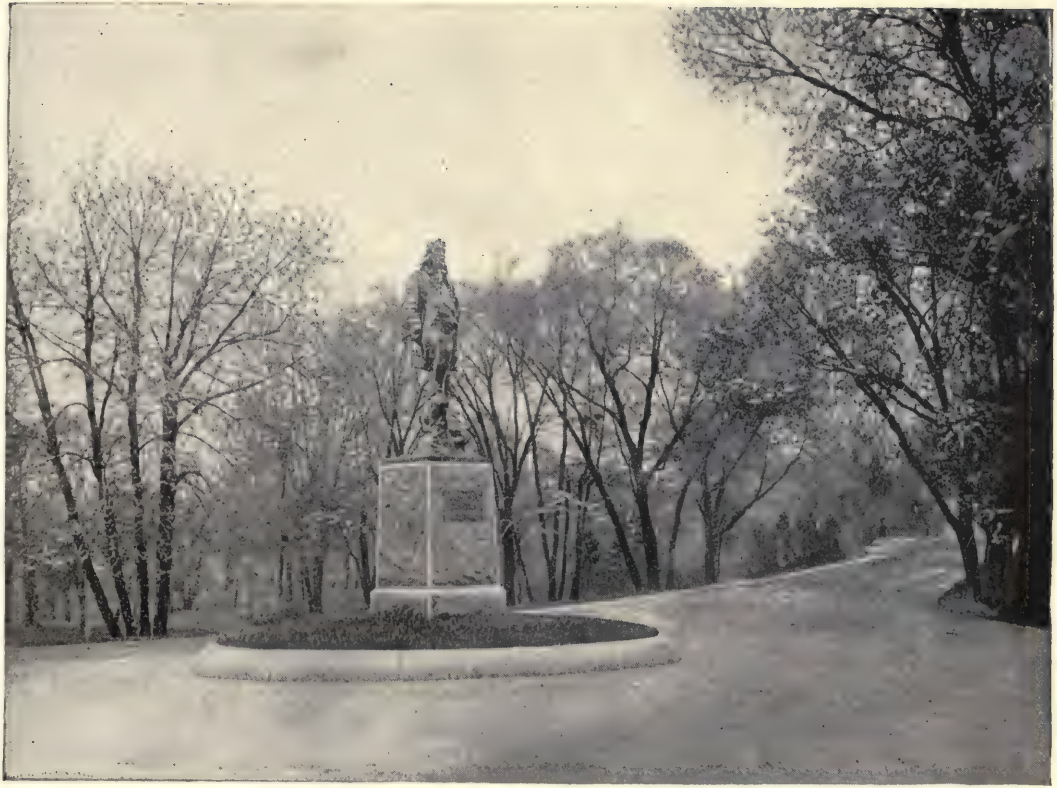
Population Summary.—Of the 1,208,669 inhabitants in Chicage in 1890, 645,890 were males and 562,779 were females. There were 735,435 persons over 21 years of age, of whom 409,676 were males and 325,759 were females. The total number of persons under 21, 473,234; 236,214 being males and 237,020 being females. The number of school children between 6 and 14 was males, 84,272; females, 81,344; total 165,621. The total number of children under 6 was 183,801. The blind numbered 183; deaf and dumb, 427—males, 203; females, 224. The total number of pupils in private schools was 39,906; total number of pupils in public schools 135,551. The total number of children under 21 who had finished their studies was 35,246, while there were 35,246 who had to work but would have attended school had they an opportunity. The total number between 12 and 21 who could not read or write English was but 2,599, of whom 1,200 were males. The total number between 6 and 14 who did not attend school was 6,216. The colored people of all ages in the city were 14,490—7,932 males, 6,558 females. The Mongolians numbered 1,217, of whom only 10 were females. The population of the annexed districts was 262,640, as against 216,213 in 1889, and within the old city boundaries 946,029, as against 802,651 in 1889.

Population of Cook County.—The population of Cook County, Ill., in which Chicago is situated, according to the United States Census of June, 1890, was 1,189,258 against 607,524 in 1880. This is grossly incorrect. The population of the county outside of the city is not less than 100,000, which, added to the estimate of 1,300,000 for the city at the present time, makes the population of Cook county 1,400,000.

Population of Illinois.—The population of Illinois, according to the United States census of June, 1890, was 3,801,285, which gave her the third place among the States of the Union—New York ranking first and Pennsylvania, second. By census districts the count was as follows:

First District	1,225,292	Sixth District	384,928
Second District	342,500	Seventh District	382,940
Third District	393,155	Eighth District	352,378
Fourth District	400,092		
Fifth District	370,000	Total	3,801,285

If the error made in the count of Chicago, which is included in the first district, be taken into account, and the gain in population since June, 1890, be added, the population of Illinois in April, 1891, can be fairly said to exceed four millions.



[Engraved for The Standard Guide Company.]

THE LA SALLE STATUE, LINCOLN PARK.

POST-OFFICE.

The limits or jurisdiction of the postmaster of the Chicago Post-office covers less than one-third of the area of the city proper, the outlying post-offices being entirely distinctive, and having postmasters of their own. [See "Outlying Chicago Post-Offices."] The central or general office is located in the business portion of the city. It has eleven carrier stations and twenty sub-postal stations, distributed at various points within said jurisdiction. The force employed consists of about 769 regular carriers, 200 substitute carriers, 842 regular clerks, sixty substitute clerks, and about 90 persons in charge of Sub Stations and Stamp Agencies, making a total of 1701 paid employes. Of this force, 105 carriers, 57 horses and 52 wagons are employed in the collection of the mail from the street letter-boxes.

Branch Offices.—The city branch post-offices, or sub-stations, are located as follows: North Division Station, 355 and 359 N. Clark, N. W. corner of Oak, Supt. Theodore Stemming; Northwest Station, 517 Milwaukee av., Supt. W. L. Householder; West Division Station, W. Washington, cor. S. Halsted, Supt. John Davy; West Madison Street Station, 981 W. Madison, Supt. R. F. Taylor; Southwest Station, 543 Blue Island ave., Supt. John Vanderpoel; South Division Station, 3217 State, Supt. Joseph Harvey; Cottage Grove Station, 3704 Cottage Grove ave., Supt. Peter H. Witt; Stock Yard Station, S. Halsted cor. 42d, Supt. Frank H. Ketchum; Lake View Station, 1353 Diversey ave., Supt. Henry Bonnefoi; Humboldt Park Station, 1576 Milwaukee ave., Supt. Henry Spink; Hyde Park Station, 142 Fifty-third, Supt. H. A. Phillips. Sub-Postal Stations: Twenty-second Street Station, 86 Twenty-second, Supt. E. F. Brooks; Ogden Avenue Station, 324 Ogden ave., Supt. Wm. E. Waite.

City Delivery.—Free delivery of letters by faithful carriers will be secured by having the letters addressed to the street and number.

Closing of Foreign Mails—Foreign visitors will be guided by the following rules of the closing of mails: Mails for Great Britain and Ireland dispatched in closed bags as follows: Sundays, Mondays and Thursdays via New York, close 4 P. M. For Denmark, Norway and Sweden, dispatched in closed bags, Sundays, Mondays and Thursdays close 4 P. M. For Germany, dispatched in closed bags, Mondays and Thursdays. For China, Japan, New Zealand, Australia, Sandwich Islands, Fiji Islands, Samoa, and special addressed matter for Siam, close daily at 2 P. M., sent to San Francisco for dispatch in closed bags from that office. Note: Mails for countries not named above close daily 4 P. M. and are sent to New York for dispatch in the closed bags from that office. For Canada, Province Ontario and Quebec, close 7 A. M. and 8 P. M. daily except Sunday, Sunday 5 P. M. Hamilton (city), Ontario, Toronto (city), Ontario, special despatch close daily at 2:30 P. M. Quebec, London special dispatch close daily 10 A. M. Mail for above points close Sundays 5 P. M. For Nova Scotia, New Brunswick, Prince Edward's Island and Newfoundland close daily at 8:15 A. M. and 7 and 8 P. M. For British Columbia and Manitoba, close daily at 2 A. M. Foreign postage tables will be found in the public lobbies of the main and branch offices. For Mexico, close daily at 8:15 A. M. and 8 P. M.

Increase of Business.—The following shows the business of the Chicago Post-office for the five years ending Jan'y 1, 1892, and the probable increase, providing the same ratio is maintained for the five years ending June 30, 1895:

	GROSS REVENUE.		GROSS DISBURSEMENTS.	
	Amount.	*Increase per cent.*	*Amount.*	*Increase per cent.*
1885	$1,930,363	....	$ 726,860	5.9
1886	2,026,274	5.0	769,441	8.7
1887	2,226,841	10.0	826,146	3.9
1888	2,470,439	11.0	868,782	11.0
1889	2.784,304	12.7	964,418	17.3
1890	3,126,840	12.3	1,131,474	9.4
1891	3,445,757	10.2	1,237,832	....
COMING FOUR YEARS.				
1892	$3,797,223	10.2	$1,354,188	9.4
1893	4,184,539	10.2	1,481,481	9.4
1894	4,611,361	10.2	1,620,740	9.4
1895	5,081,198	10.2	1,773,049	9.4

In this table the rate of increase is estimated by the same method adopted in reference to the New York office. But, unless all expectations prove delusive, the increase in the receipts of the Chicago office will far outrun these figures. It would not surprise any observer of the growth of Chicago and the expansion of its business, if these should be so accelerated during the next two years from natural causes and by reason of the World's Fair that the receipts of this post-office for the year ending June 30, 1893 should bound up to $6,000,000. In that event, which is entirely within probability, the urgency for increased post-office accommodations to take care of such business is 50 per cent. greater here than in New York, for our local office is already accomplishing more with proportionately less facilities and expenditures than is the New York office.

Inspector's Department.—Located Room 93 of Post-office building: Inspector, James E. Stuart, in charge of Chicago Division, comprising the States of Illinois, Iowa, Michigan, Wisconsin, Minnesota and Dakota. Assistants: Angrew Irle, Miss Lenore Mooney, Herbert Towlson. The Inspector in charge has fifteen Inspectors under his supervision with 10,000 postmasters and their innumerable employes to look after. All cases of irregularities, depredations or violations of postal laws, should be reported to the Inspector. [There is a very general misconception of the duties of the Inspector. He is in reality the personal representative of the Postmaster-General. To him is submitted all matters concerning the management of Post Offices, the establishment of new Offices, the plans of new buildings, the bonds of Post Masters, the fitness of applicants, etc., etc. The work on depredations is but a small part of the volume of business done by the Inspector at Chicago. Major James E. Stuart, the present Inspector at this point, has been connected with the department for fifteen years, and is recognized as one of the most efficient officers in the service.

International Money Order System.—Orders can be obtained upon any money-order office in Great Britain and Ireland, Germany, Austria, Belgium, Holland, Denmark, Sweden, Norway, Switzerland, Italy, Canada, France, Algeria, Japan, Portugal, The Hawaiian Kingdom, Jamaica, New Zealand, New South Wales, Hungary, Egypt, and Hong Kong, India and Tasmania, Queensland, Cape Colony, The Windward Islands and the Leeward Islands for any sum not exceeding $50 in United States currency. No single order issued for more than $50. Parties desiring to remit larger sums must obtain additional money-orders. There is no limit to the number of orders in the International Money-order System. The fees for all International Money-orders, are on orders not exceeding $10—10 cents; over $10 and not exceeding $20—20 cents; $20 and not exceeding $30—30 cents; $30 and not exceeding $40—40 cents; $40 and not exceeding $50—50 cents.

Mail Train Service.—There are 289 mail trains arriving and departing from the city daily, excepting Sunday; of these trains 174 have railway post-offices attached, in which 362 clerks are daily employed in the distribution of the mails while in transit. In addition to this number of railway clerks, a force of thirty-three clerks employed by the Chicago post-office is sent out on the night trains to the meeting point of incoming railway post-office trains, on which they return to distribute and make up the mail for the main office and stations, for immediate delivery by carriers upon arrival. This system of quick delivery of incoming mails was instituted by the present postmaster, Col. James A. Sexton. By this method sixty-five to seventy per centum of the mails received during the twenty-four hours is placed upon the counters of banks and business houses in the business portion by 9 o'clock in the morning. There are 110 separate mails closed daily for despatch, the first close being made at 3:20 A. M., and the last at 10:30 P. M. A corresponding number of mails is received daily. There are also used daily 1,014 leather bags, and 2,930 canvas bags in conveying the mails to and from the post-office and railway trains. The weight of the empty bags alone amounted to 3,249,253 pounds for the year. The headquarters of the 6th Division Railway Mail Service, comprising the States of Illinois, Iowa, Nebraska, and Wyoming Territory, are located in Chicago. In this division 886 railway clerks are employed in the distribution of the mails on the cars. During the year ending June 30, 1891, these clerks traveled 139,435,380 miles. The Division of Post-office Inspectors, comprising the States of Illinois, Iowa, Wisconsin, Michigan, Minnesota and the two Dakotas, have their headquarters here.

Officers of the Post-office—The principal officers of the post-office are: Postmaster, James A. Sexton; Assistant Postmaster, John M. Hubbard; Supply Clerk, J. W. Ward; Record Clerk, John Matter; Superintendent of mails, John A. Montgomery, Private Secretary, Horace H. Thomas; Cashier, Charles Catlin; Book-keeper, T. R. Melody; Superintendent of City Delivery, M. J. McGrath; Superintendent Money-order Division, H. P. Thompson; Superintendent of Registry Division, R. T. Howard.

Outlying Chicago Post-offices.—There are, aside from the general post-office and its branches in the different divisions of the old city, fifty-eight separate and distinct post-offices within the corporate limits of Chicago, as follows: Argyle Park, corner Winthrop avenue and Argyle street; Auburn Park, corner Seventy-ninth and Wright streets; Avondale, corner of Kenzie and Belmont avenues; Bowmanville, Lincoln avenue, near Fifty-ninth street;

Buena Park, opposite railroad station of that name; Burnside Crossing, corner Cottage Grove and Lyon avenues; Calumet, Clinton, near Eighty-ninth street; Central Park, 4131 West Lake street; Cheltenham, 159 Cheltenham place; Chicago Lawn, corner Sixty-third street and Central Park avenue; Colehour, 10301 Avenue K; Cragin, opposite railroad station of that name; Crawford, Butler avenue, near Twenty-fourth streeet; Cummings, Torrence avenue, near One Hundred and Seventh street; Dunning, corner of Cherry street and Irving Park boulevard; Edgewater, on Chicago & Evanston railroad; Elsdon, Fifty-first street, near Trumbull avenue; Englewood, 6211 Wentworth avenue; Englewood Heights, corner Eighty-ninth and Page streets; Forest Glen, corner Elston and Forest Glen avenues; Forest Hill, corner Seventy-ninth and Robey streets; Gano, corner One Hundred and Sixteenth and Dearborn streets; Grand Crossing, corner Seventy-fifth street and Wilson avenue; Havelock, corner Front street and Cemetery avenue. Hegewisch, 13303 South Chicago avenue; Hermosa, Armitage street, near Keeney; High Ridge, corner Weber avenue and Chicago & North-Western railway; Irving Park, Charles avenue, near Irving Park boulevard; Jefferson, Milwaukee avenue, near Maynard street; Judd, corner Ninety-third street and Washington avenue; Kensington, Kensington avenue, near Front street; Linden Park, corner Robinson avenue and Kinzie street; Mandell, corner West Forty-eighth and Harrison streets; Maplewood, corner of Evergreen and Maplewood avenues; Mayfair, St. James street, near Franklin; Mont Clare, at the railroad station of that name; Moreland, corner West Forty-eighth and Kinzie streets; Pacific, at the railroad station of that name; Park Manor, 6760 South Chicago avenue; Parkside, Stony Island avenue, near Sixty-ninth street; Pullman, corner Morse avenue and One Hundred and Twelfth street; Ravenswood, east of Ravenswood park, near Wilson avenue; Riverdale, corner Indiana avenue and One Hundred and Thirty-sixth street; Roseland, corner Michigan avenue and Union street; Simons, Kimball avenue, near Bloomingdale road; South Chicago, 9150 Commercial avenue; South Englewood, corner Vincennes avenue and Halsted street; South Lynne, Sixty-fifth street and Chicago, St. Louis & Pittsburgh railroad; Summerdale, near Fifty-ninth street and Ravenswood park; Washington Heights; Wildwood, Indiana avenue, near One Hundred and Thirty-third street; Woodlawn Park, corner Sixty-third street and Illinois Central railroad.

Post-office Building.—Located on the square bounded by Adams street on the north, Jackson street on the south, Dearborn street on the east and Clark street on the west, in the heart of the business center, within easy walking distance of all the great hotels, railroad depots and street car terminals. The erection of the building was commenced in 1871, after the great fire, in which the old post-office building, northwest corner of Dearborn and Monroe streets, where the First National Bank building now stands, was destroyed. Architecturally and mechanically the structure is a failure. Although costing in the neighborhood of $5,000,000, it has been an eyesore to the people of Chicago, a perfect blot upon the architectural beauty of the city, and inconvenient, inadequate and unsafe for the purposes to which it is dedicated. When erected it was supposed to be large enough to meet the demands of the Chicago postal service for fifty years to come. Inside of ten years it proved to be too small. The building as it stands to-day is hardly worth a description. The visitor, however, will be interested in walking through it, because of the immense volume of business conducted there, and the bustling crowds to be met with in the corridors. A new post-office to cost between $5,000,000 and $6,000,000 will shortly take its place. Whether the same site will be occupied is not definitely settled at this writing. The building is also occupied by the Custom-house officers and the United States courts.

Postal Notes.—Postal notes for sums not exceeding $4.99 will be issued on payment of a fee of three cents each. These notes are made payable to bearer at any money order office in the United States which the purchaser may designate.

Railway Mail Service.—Room 82 Postoffice building. Superintendent of Sixth Division, L. L. Troy; Asst. Supt., E. L. West.

Railway Post-offices.—Railway post-offices are established on all lines from Chicago. These offices run upon nearly all trains, and letters may be mailed at the cars up to the moment prior to the departure of the trains. Stamps of the denomination of two cents may be had at the cars.

Rates of Postage.—The letter rate of postage is two cents for each ounce, or fraction thereof, throughout the United States and Dominion of Canada. The postage on letters dropped in the office for delivery in the city is two cents per ounce. All letters must be fully prepaid by stamps. The following classes of letters are not advertised: Drop letters, box letters, letters directed and sent to hotels and thence returned to the post-office as unclaimed; letters returned from the dead-letter office to writers, and card request letters; circulars, free packets, containing documents, speeches, and other printed matter. N. B.—A request for the return of a letter to the writer within thirty days or less, written or printed with the writer's name, post-office and State across the left-hand side of the envelope, on the face side, will be complied with. Such letters will be returned to the writer free of postage.

Mail Matter of the Second Class.—This class embraces newspapers and other periodical publications, issued not less than four times a year, from a known office of publication, and bearing a date of issue, and which have no cloth, leather, or other substantial binding. Such publications must have a legitimate list of subscribers, and must not be designed primarily for advertising purposes, or for free circulation. The rate of postage on second-class matter, when sent from the office of publication (including sample copies), or when sent from a news agent to actual subscribers, or to other news agents, is one cent per pound, or fraction thereof; but if sent by any other than the publisher, or a news agent, is one cent for each four ounces, or fraction thereof.

Mail Matter of the Third Class.—This class embraces transient newspapers and periodicals, books (printed), photographs, circulars, proof-sheets, and corrected proof-sheets with manuscript copy accompanying the same, and all matter of the same general character, as above enumerated. The rate of postage is one cent for each two ounces, or fractional part thereof, except on transient newspapers and periodicals of the second class, which will be one cent for each four ounces, or fraction thereof.

Mail Matter of the Fourth Class.—This class embraces labels, patterns, playing cards, addressed tags, paper sacks, wrapping paper, and blotting pads, with or without printed advertisements thereon, bill heads, letter heads, envelopes plain, or printed addresses thereon, ornamented paper, and all other matter of the same general character. This class also includes merchandise and samples of merchandise, models, samples of ores, metals, minerals, seeds, &c., and any other matter not included in the first, second or third classes, and which is not in its form or nature liable to damage the contents of the mail bag, or harm the person. Postage rate thereon, one cent for each ounce, or fraction thereof.

Receipts and Revenues of the Chicago Post-office.—The receipts and disbursements of the Chicago office and sub-stations (exclusive of the fifty-eight outlying post-offices) for the year 1891 show a net profit of $2,500,000, an increase of $500,000 over the year 1890. During the same period the mail matter dispatched from the Chicago office amounted to 33,065,063 pounds, or 336,894,627 pieces, a large increase over the previous year, while the number of registered articles handled and not included in the above amounted to 3,282,585 pieces, an increase of 184,599 pieces over the year 1890. In addition to this, the number of money-order transactions reached 1,917,639, aggregating a sum of $20,396,166, an increase over the year 1890 of $1,107,219 in that department of the office alone. The amount of mail in transit through the city of Chicago and transferred from incoming to outgoing trains is estimated to have reached the enormous bulk of 62,600 tons for the year, an increase over the year 1890 of 35,225 tons.

Receipts for 1891.—The receipts of the Chicago post-office for 1891 were $3,679,265, as against $3,318,889 for 1890; percentage of increase 10¾ per cent.

Registry Department.—Letters can be registered to all parts of the United States upon payment of a fee of ten cents in addition to the regular postage.

Salaries of Officers.—Postmaster, $6,000 per annum; assistant postmaster, $3,000; the superintendent of the city delivery, $2,700; the superintendent of mails, $2.700; the superintendent of the money order department, $2,400; the superintendent of the registry department, $2,400; the cashier, $2,600; the accountant, $1,700 per annum; clerks, from $800 to $1,200, according to length of service; carriers, from $600 to $1,000, according to length of service.

United States Money Order System.—The Fees for Money-orders are: On orders not exceeding $5—5 cents; over $5 and not exceeding $10—8 cents; over $10 and not exceeding $15—10 cents; over $15 and not exceeding $30—15 cents; over $30 and not exceeding $40—20 cents; over $40 and not exceeding $50—25 cents; over $50 and not exceeding $60—30 cents; over $60 and not exceeding $70—35 cents; over $70 and not exceeding $80—40 cents; over $80 and not exceeding $100—45 cents; no fraction of cents to be introduced in the order. No single order issued for more than $100. Parties desiring to remit larger sums must obtain additional money-orders. No applicant, however, can obtain in one day more than three orders payable at the same office and to the same payee.

PUBLIC EDUCATION.

The public schools of Chicago are conducted under the supervision of a board of education, which consists of male and female members, appointed by the mayor, and who are about equally divided politically. The executive department is in charge of a superintendent, eight assistant superintendents, a supervisor and assistant supervisor of evening schools, a clerk, an attorney, school agent, business manager, chief engineer, auditor, assistant clerk, assistants to business manager, stenographers and type-writers, and manager and assistants in supply department.

City and County Public Schools.—The following is a summary of miscellaneous statistics, compiled by the county superintendent of schools, from the reports of township trustees for 1889–1890. It contains later statistics of the city public schools than any issued by the Chicago Board of Education:

MISCELLANEOUS ITEMS.	Chicago.	County excluding Chicago.	Whole County.
No. ungraded schools	....	131	131
No. graded schools	180	57	251
No. high schools	12	6	16
Whole No. schools	192	193	398
Average No. of months schools sustained	9.10	8.4	9
Children under 21 years	473,234	429,104	516,138
Between 6 and 21 years	289,433	28,171	317,604
No. in graded public schools	146,751	10,890	146,441
No. in district country schools	....	4,460	4,460
No. enrolled in private schools	62,713	3,896	66,609
Total in public and private schools	198,264	19,246	217,510
Average daily in public schools	....	11,415	....
No. teachers in public schools	3,259	409	3,251
No. teachers in private schools	1,164	145	1,809
No. unable to read or write	2,599	36	2,635
Principal of township funds	$ 911,8 4	$ 204,536	$1,116,371
Total district tax levy	4,250,000	367,457	4,617,457
Bonded school debt	2,036.000	364,659	2,400,650
Estimated value township fund lands	3,963,231	942,211	4,905,440

Cook County Normal School.—Situated on Stewart avenue, near Sixty-seventh streets. Post-office address, Englewood, Cook county. Take train at Van Buren street depot, Van Buren and Sherman streets. An institution for the higher education of public school graduates desirous of becoming teachers.

Compulsory Education.—There is a compulsory education law in force in this State, the provisions of which would require too much space to set forth. In effect, however, it provides that all children between the ages of seven and fourteen years shall be in some school for at least sixteen weeks of each year. It does not insist upon attendance at public schools. They may be public, private, or parochial, but the law flatly states that all children who are able must be at school somewhere for the time specified. Reasonable exceptions are made, of course, and are observed at the discretion of the truant agents. The process of picking up a child from the streets and placing him in school is called by the agents "an investigation." About 20,000 investigations were made in the school year 1890–91. Over 11,200 children were placed in school and the others were excused for proper causes. The amount of work done showed a great increase over that of the previous year. During the entire nine months of the school year of 1889, there were but a few over 8,000 investigations, and less than 3,000 children were placed in schools.

Receipts and Expenditures.—Summary of receipts and expenditures in districts, as shown by reports of township treasurers for 1889–1890:

RECEIPTS.	Chicago.	Excluding Chicago.	Whole County.
Balance in hands township treas. July 1	$ 82,374	$ 405,374	$1,297,749
State, county and township funds distributed by trustees	462,347	2,931	484,278
Special district taxes received	2,581,456	375,350	2,956,806
District bonds issued	....	44,574	44,574
Temporary loans and other sources	310,503	31,768	342,272
Total	4,246,682	878,999	5,125,682
EXPENDITURES.			
Paid to teachers	2,021,779	294,511	2,316,291
New school houses	688,372	86,175	774,548
School sites and grounds	39,790	12,084	51,874
Repairs and improvements	241,116	36,891	278,008
School furniture and apparatus	48,275	11,504	59,780
Libraries	9,882	57,521	433,397
Paid district clerks	27,377	2,208	29,585
Paid on district bonds	77,500	47,630	125,130
Paid interest on district bonds	105,583	25,486	131,069
Miscellaneous	151,667	211,149	362,817
Total	$3,787,222	$ 785,413	$4,572,635
Balance in treasurer's hands due district	459,460	936,865	553,046
Total	$4,246,682	$ 878,499	$5,125,682

Manual Training in the Public Schools.—The Chicago English High and Manual Training School, for instruction in the mechanical arts, was opened in August, 1890, and occupies the large public school building on West Monroe street, near Halsted street. This school is under the direction of the city board of education. Albert R. Robinson is the principal. In grade the manual training school ranks with the high schools, and no student is admitted until he has passed through the grammar grade. Promotion cards entitling the holder to be admitted to the ordinary high school will admit him also to the polytechnic school. A full term, three years' course, has been laid down, and when the student has completed this, he will be graduated with honors and a diploma, the same as if he had gone through the high school. Three years ago the school board decided to provide a manual training course of study. Those who desired to take advantage of the study were excused from certain branches in the high school and went to the training school at noon to take the lessons. In 1889 there were about seventy-five students in the manual training classes, but the division of work between this and the high school was far from satisfactory to the board, and hence the old scheme was abolished, and the necessary step was taken to launch the new school. The previous work had gone no deeper than working in wood. Now all of the departments are added. Blacksmith forges are placed in the basement, and all the machinery is located on that floor also. The first floor is

VANDERCOOK-CO. CHI

[Engraved for The Standard Guide Company.]

WELLINGTON HOTEL, WABASH AVE. AND JACKSON ST.

[See "Hotels."]

given up to the wood-working trades, while the upper floors are utilized by the classes in English, mathematics and the natural sciences. There is a course in commercial law and practical book-keeping, and every effort is made to send each student away with a sufficient knowledge both of business and the trades to help him in almost any line of work which it may be his lot to follow. By glancing over the curriculum below it will be seen that none of the essential high-school branches are neglected. The idea is to combine the practical and theoretical as far as possible. The Latin and Greek branches are lopped off the regular high-school course as well as some of the higher sciences, such as geology, astronomy, biology, etc. Professor Claflin has six assistants, all skilled in the different arts. A new building (3 stories) for use as a workshop has been erected during the past year to accommodate the increased attendance.

Free Night Schools.—The term of the night schools is three months every winter preceding the holidays. The total enrollment at the above schools last winter was about 12,000. New schools and new branches of study are added every year. The Board of Education is paying more attention and attaching more importance to free night instruction now than ever before.

Physical Culture in the Public Schools.—When, Nov. 4, 1885, the Board of Education appointed Henry Suder, instructor at the North Side Turner Hall, and a graduate of the Normal Training School, of Milwaukee, as a special teacher of physical culture, it was a test. Prof. Suder had only four schools to teach then—the old Douglas on the South Side, the Brown and King schools on the West Side, and the Lincoln on the North Side. The pupils became at once interested in the new departure, and the teachers were quick to notice an improvement in the discipline and mental work of their classes. In 1886 the board extended the physical culture classes to all the grammar schools in the city, and eight special teachers were appointed to assist Prof. Suder. In January, 1889, the system was introduced into all the primary departments of the city, and four teachers were added to the physical culture staff. In the following May, exercises were commenced in the North, South, and West Division high schools, Henry B. Camann, a graduate of the Milwaukee Normal Training School, being appointed to conduct the classes in those schools. In addition to Prof. Suder and Mr. Camann, the following teachers comprise the physical culture staff: Grammar Schools—Herman Hein, Oscar Weinbrod, August Zapp, William Kopp, Henry Hartung, Alvin Kindervater, Otto Greubel, F. D. Brasius; Primary Schools—Ernst Hibbeler, F. L. Jahn, Alfred E. Belitz, Carl Graner, Charles Cobelli, Joseph Grundhofer and Mr. Ferdinand Rheil. In the primary schools the pupils are exercised in calisthenics only. These exercises consist of simple muscular movements of the arm and foot, arm and trunk, trunk and foot, and marching and breathing exercises. The arrangement is such that all parts of the body are brought into play during the lesson. In the grammar schools smooth wooden wands, an inch in diameter and three feet long, and wooden dumbbells, shellaced, having a combined weight of one pound, and eleven inches long, are used as an aid to the physical training of the scholars. Wand and dumbbell exercises are practiced once a week in all the grammar schools, and once a week the pupils are put through calisthenic exercises. It is in the North, South, and West Division high schools that physical culture is most practiced and appreciated. The high schools have more facilities to practice, and the pupils enjoy the physical culture lessons because they are a relaxation, if nothing else. Mondays and Thursdays of each week Mr. Camann visits the South Division high school and instructs the classes between the hours of 9:45 a. m. and 1:15 p. m. The assembly hall on the top floor is an admirable place for the exercises to be held in, and a piano gives a zest and spirit to the movements, which are lacking in the other schools. Light clubs are also used in the South Division high school, and form the most picturesque of all the exercises. Mr. Camann takes two or three rooms at a time, marshals the scholars, who number from 80 to 120, and gives them one hour's practice. Fridays he visits the West Division high school, where there is an assembly hall similar to the one on the South Side, and drills the scholars for three hours. Wednesday is the physical culture day at the North Division high school. In the Northwestern high school one of the grammar school instructors devotes Tuesdays to exercising the first-year pupils. The cost of maintaining the physical culture branch in the schools is not great. The salary list for eighteen teachers amounts to $17,200 per year.

Public School Buildings.—The following is a list of the public school buildings of Chicago, with names and locations:

North Division High School—Wendell and Wells sts.; Northwest Division High School—Augusta st. and Hoyne ave.; South Division High School—Twenty-sixth st. and Wabash ave.; West Division High School—S. Lincoln st. and Ogden ave.; Anderson—520 N. Lincoln, near West Division st.; Armour Street—Armour st. and Bickerdike square; Burling—N. E. corner Center st.; Blue Island Avenue—490 Blue Island ave.; Boulevard—Armitage ave. and Humboldt bld.; Brainard—587 Washbourne pl.; Brenan—2535 Lime st., near Archer ave.; Brighton—Thirty-sixth, W. of C. R. I. & P. R. R. track; Brighton Park—Thirty-fifth and Lincoln sts.; Brown—Warren ave., between Wood and Page sts; Burr—N. Ashland and Wabansia aves.; Calhoun—1277 W. Jackson st.; California Avenue—1119 California ave.; Calumet Avenue—2643 Calumet ave.; Carpenter—N. Center ave. and W. Huron st.; Central Park—Walnut st. and Kedzie ave.; Clarke—S. Ashland ave. and Thirteenth st.; Columbus—Augusta, between Hoyne ave. and Leavitt st.; Cooper—625 W. Nineteenth st.; Crawford—Twenty-fifth st. and Delaware ave. Dearborn—768 Clybourn ave; Doolittle—109 Thirty-fifth st.; Dore—217 W. Harrison st.; Douglas—Forest ave. and Thirty-second st.; Emerson—Walnut and Paulina sts.; Foster—441 South Union st.; Franklin—Sedgwick and Division sts.; Frœbel—853 W. Twenty-first st; Garfield—Johnson and Wright sts; George H. Thomas—High st. and Belden ave.; Goodrich—Brown and Taylor sts.; Grant—994 Wilcox ave.; Hancock—S. Fairfield ave. and Twelfth st.; Harrison—133 Twenty-third st.; Haven—1470 Wabash ave.; Hayes—N. Leavitt and Walnut sts.; Headley—Lewis st. and Garfield ave.; Healy—3035 Wallace st.; Hendricks—York and Laflin sts.; Hoffman Avenue—Hoffman and Milwaukee aves.; Holden—Deering and Thirty-first sts.; Humboldt—920 N. California ave.; Huron Street—Huron and Frank sts.; Irving—45 Lexington ave.; Jefferson—Nebraska and Laflin sts.; Jones—Third ave. and Harrison st.; Keith—Dearborn and Thirty-fourth sts.; King—Harrison st. and Western ave.; Kinzie—Ohio st. and La Salle ave.; Kosciusko—W. Division and Cleaver sts.; Langland—121 Cortland st.; LaSalle—Hammond and Eugenie sts.; Lawndale—S. Central Park ave. and Twenty-fifth st.; Lincoln Street—W. Ohio and Lincoln sts.; Logan—Rhine and Bremen sts.; Longfellow—688 Throop st.; Manierre—100 Hudson ave.; Maplewood—Diversey st. and California ave; Marquette—297 S. Wood st.; McAllister—Thirty-sixth and Gage sts.; McClellan—Wallace and Thirty-fifth sts.; Montefiore—Sangamon and W. Indiana sts.; Moseley—Michigan ave. and Twenty-fourth st.; Motley—Snell st. and W. Chicago ave.; Mulligan—

Sheffield ave,, between Clay and Willow sts.; NEWBERRY — Willow and Orchard sts.; OAK STREET—85 Oak st.; OAKLEY—N. Oakley ave. and W. Ohio st.; OGDEN—Chestnut, between Dearborn ave. and North State st.; PEARSON —W. Pearson and N. Market sts.; PICKARD—Hinman st. and S. Oakley ave.; POLK STREET—195 W. Polk st.; RAYMOND—Wabash ave. and Eda st.; ROGERS—65 W. Thirteenth st.; SCAMMON—S. Morgan and Monroe sts.; SHELDON—N. State and Elm sts.; SHERIDAN—627 Twenty-seventh st.; SKINNER—W. Jackson and Aberdeen sts ; TALCOTT—W. Ohio and Lincoln sts; THOMAS HOYNE—Illinois and Cass sts.; THROOP—626 Throop st.; TILDEN—W. Lake and Elizabeth sts.; TILTON—W. Lake and W. Forty-fourth sts.; TILTON branch—Maller, near W. Forty-eighth st.; TILTON branch—4005 W. Harrison st; VEDDER STREET—Vedder, near Larrabee st.; VON HUMBOLDT—Rockwell and Hirsch sts.; WALSH—W. Twentieth and Johnson sts.; WARD—Shields ave. and Twenty-seventh sts.; WASHBOURNE—220 W. Fourteenth st.; WASHINGTON—Morgan, between Erie and W. Ohio sts.; WEBSTER—Wentworth ave. and Thirty-third st.; WELLS—N. Ashland ave. and Cornelia st.; WICKER PARK—153 Evergreen ave.; WILLIAMS AVENUE—Williams and Tinkham aves.

The Board of Education expended, during 1890, about $320,000 on the Clarke, Longfellow, Foster, Carpenter and Hedges schools, new schools on Maplewood, Campbell and Belden aves. and Wright st., and completed the Horace Mann. The Hammond, Mulligan and George H. Thomas schools were begun in 1889, on which have been expended about $250,000. About $20,000 was expended on schools in the annexed districts and for sundry needs.

Revenue of the Public Schools.—The revenue of the public schools varies from year to year, because of the changes (generally increases) in the tax levies for school purposes, and for other reasons. The last report of the board of education, however, gives the following statement of revenues, which will serve as an example: School Fund—From rentals of School Fund land, $512,036,30; from State dividend,$136,313.06; from interest on principal of School Fund, $45,800.04; refunded by school districts, annexation of 1887, $19,453 38; tuition of non-resident pupils, $1,275.00; to correct errors in teachers' pay-rolls, $238 10; unclaimed pay of canvassers of school census of 1888, $62.62; total on account of School Fund, $715,178.50. School Tax Fund—On account of taxes of 1887 and previous years, $918,472.16; on account of tax of 1888, $1,200,078.26; total on account of School Tax Fund, $2,118,550.42. Miscellaneous sources—From sale of old furniture, old lead, steam-pipe, old iron, stoves, etc., $2,100.64; from rebates on special assessments, $9,495.88; from sale of old buildings, $1,256,00; from forfeited deposit of contractor, $117.00; total from miscellaneous sources, $12,969.52; total actual cash receipts, $2,846,698.44.

Salaries of School Employes.—The following are the salaries of school employes of the City of Chicago, corrected up to the spring of 1892. SUPERINTENDENTS:—Superintendent of Schools, $5,000; Two Assistant Superintendents of Schools, each, $4 000 ; Six Assistant Superintendents of Schools, each, $3,500. SUPERVISORS AND TEACHERS OF SPECIAL STUDIES.—*German.*—Supervisor of German, $2,500; Assistant Supervisor of German, $1,800. *Drawing.*—Supervisor of Drawing, High Schools, $2,200; Supervisor of Drawing, Grammar and Primary Grades, $2,400; Assistant Supervisor of Drawing, Grammar and Primary Grades, $1,800; Two Assistant

Teachers, each, $1,600; Three Assistant Teachers, each, $1,200; One Assistant Teacher, $1,000; One Assistant Teacher, $160. *Singing.*—Supervisor of Singing, Grammar Grades, $2,400; Supervisor of Singing, Primary Grades, $2,050 Two Assistant Teachers, Grammar Grades, each, $1,700; One Assistant Teacher, Grammar Grades, $1,400; One Assistant Teacher, Primary Grades, $1,500; Five Assistant Teachers, Primary Grades, each, $1,200. *Physical Culture.*—Supervisor of Physical Culture, $2,100; One Assistant Teacher, High Schools, $1,200; Eight Assistant Teachers, Grammar Grades, each, $1,000; Six Assistant Teachers, Primary Grades, each, $900; One Assistant Teacher, half time, $500. *Deaf Mute Day Schools.*—Principal, $1,100; Two Assistant Teachers, each, $700; Three Assistant Teachers, each, $550. *Waifs' Mission.*—One Teacher, $650. HIGH SCHOOLS.—Principal West Division High, $2,800; Five Principals, each, $2,600; Five Principals, each, $2,500; One Principal, $1,600; Twelve Assistant Teachers, each, $2,000; Eleven Assistant Teachers, each, $1,800; Eighteen Assistant Teachers, each, $1,600; Seventeen Assistant Teachers, each, $1,500; Nine Assistant Teachers, each, $1,400; Eight Assistant Teachers, each, $1,300; Twenty-eight Assistant Teachers, each, $1,200; Two Assistant Teachers, each, $1,100; Nineteen Assistant Teachers, each, $1,000; Four Assistant Teachers, each, $900; One Assistant Teacher, $800; One Assistant Teacher, $750; Two Assistant Teachers, part time, each, $600; One Assistant Teacher, part time, $500.

PRINCIPALS OF GRAMMAR SCHOOLS. *First Group.*—Principals of the Brighton, Brown, Burr, Carpenter, Clarke, Doolittle, Douglas, Franklin, Garfield, Lake View No. 2, Marquette, Moseley, Raymond, Skinner, Walsh and Wells schools, each $2,500 per annum. Also the following-named principals, at a salary of $2,500 per annum each: Laura D. Ayres, Charles F. Babcock, George C. Bannan, Erastus A. Barnes, Will J. Bartholf, Homer Bevans, Louis J. Block, Henry C. Cox, Emma M. C. Greenleaf, Nellie Hardick, Henry D. Hatch, Frank S. Heywood, Lucia Johnston, Kate S. Kellogg, Cephas H. Leach, Albert R. Robinson, Corydon G. Stowell, John H. Tear, A. Henry Vanzwoll, Mary M. T. Walsh, Andrew J. Wood. *Second Group.*—Principals of the Calhoun, Hayes, Jones, Kershaw, Lake View No.6, McClellan, Oakley and Sheridan schools, each $2,200 per annum. *Second Group, Second Section.*—Principals of the Central Park, D. S. Wentworth, Goodrich, Graham (Lake), Harvard, Keith, Lewis, Lake View No. 7, Logan, Pullman (Lake), Pullman (Calumet), Sherman and Tilden schools, each $2,000 per annum for the first year of service as principals of schools in this group; $2,100 per annum for the second year of service, and $2,200 per annum for the third and subsequent years of service. *Third Group.*—Principals of the Doran, Fifty-fourth Street, Hancock (old city), Headley, Hendricks (Lake), Lake View No. 1, Lake View No. 3, Lake View No. 4, Lawndale, O'Toole, Scammon, Sherwood and Thomas Hoyne schools, each $1,700 per annum for the first year of service as principals of schools in this group; $1,800 per annum for the second year of service; $1,900 per annum for the third year of service; $1,950 per annum for the fourth year of service, and $2,000 per annum for the fifth and subsequent years of service. *Fourth Group.*—Principals of the Brighton Park, Colman, Fallon, Farren, Forestville, Hammond, Hancock (Lake), Maplewood, Oakland No. 2 and Pacific schools, each $1,400 per annum for the first year of service as principals of schools in this group; $1,500 per annum for the second year of service; $1,600 per annum for the third year of service and $1,700 per annum for the fourth and subsequent years of service. *Fifth Group.*—Principals of the Amerson, Brownell, Carter, Cornell, Cummings, Duncan Avenue, Gallistel, George H. Thomas, Greenwood Avenue, Hartigan, Kelvyn Grove, Kensington, Madison Avenue, Phil Sheridan, Roseland, Ryerson, Shurtleff, Springer, Sulzer Street, Taylor and Woodlawn schools, each $1,200 per annum for the first year of service as principals of schools in this group; $1,300 per annum for the second year of service, and $1,400 per annum for the third and subsequent years of service. The salaries of the principals of the George H. Thomas and Greenwood Avenue schools to commence January 1, 1891, on the salary of the third year of this group ($1,400). The salary of the principal of the Roseland school to commence January 1, 1891, on the salary of the second year of this group ($1,300). *Sixth Group.*—Principals of the Avondale, Park Side, Scanlan and Webster (S. C.) schools, each $1,050 for the first year of service as principals of schools in this group; $1,100 per annum for the second year of service, and $1,200 per annum for the third and subsequent years of service. The salary of the principal of the Park Side school to commence January 1, 1891, on the salary of the second year of this group ($1,100).

Ungrouped Schools.—Principal of Irving Park school, $1,800; principal of Oakland school, No 1, $1,800; principal of Tilton school, $1,800; principal of Washington Heights schools, $1,300 per annum.

PRINCIPALS OF PRIMARY SCHOOLS. *First Group.*—Principals of the Arnold, Cooper, Foster, Healy, Hoffman Avenue, Jefferson, Longfellow, Manierre, Montefiore, Motley, Mulligan, Oak Street, Polk Street, Rogers, Talcott, Washburne and Wicker Park Schools, each $1,400 per annum for the first year of service as Principals of Schools in this group; $1,450 per annum for the second year of service; and $1,500 per annum for the third year of service; and $1,600 per annum for the fourth and subsequent years of service. *Second Group.*—Principals of the Brenan, Grant Langland, McAllister, Pearson Street, Pickard, Vedder Street and Ward Schools, each $1,400 per annum for the first year of service as Principals of Schools in this group; $1,450 per annum for the second year of service; and $1,500 per annum for the third and subsequent years of service. *Third Group.*—Principals of the Boulevard, Calumet Avenue, Columbus, Horace Mann, Huron Street, Kinzie, Kosciusko and Sheldon Schools, each $1,250 per annum for the first year of service as Principals of Schools in this group; and $1,350 per annum for the second and subsequent years of service. *Fourth Group.*—Principals of the Hedges, Kenwood, South Halsted Street and Wolcott Street Schools, each $1,100 per annum. *Fifth Group.*—Principals of the Andersenville, Blue Island Avenue, Bowmanville, Buckley, Burnside, Garfield (Lake), Hoerner, J. L. Marsh, J. N. Thorp, Jefferson Park, Lake View No. 5, Oak Ridge, Park Manor, Riverdale, Rose Hill and West Roseland Schools, each $1,050 per annum. ASSISTANTS TO PRINCIPALS. Assistants to Principals, each $1,100 per annum. HEAD ASSISTANTS. *Grammar Schools.* Who have served less than five years in such capacity, each $900 per annum; who have served between five and ten years in such capacity, each $950 per annum; who have served ten years or over in such capacity, each $1,000 per annum. *Primary Schools.*—Who have served less than five years in such capacity, each $850 per annum; who have served between five and ten years in such capacity, each $900 per annum; who have served over ten years in such capacity, each $950 per annum.

SALARIES OF MALE ASSISTANT TEACHERS. Andrew Wilson, Andrew Engel, Burnside School, each, $750; Michael M. Byrne, Richard H. Stryker, Martin G.

Henchy, Claus H. Claussen, Doran School, each, $800; Robert H. Rennie, Augustus Haley, Andrew B. Combs, John C. Pickens, Harvard School, each, $800; David L. Murray, D. S. Wenthworth School, $1,000; George W. Miller, Irving Park School, $800; Fred. W. Kingsley, William J. Tinen, Irving Park School, each $775; Joseph Barnabee, Cummings school, $800; Richard J. Bickerdike, Avondale school, $800 per annum. ASSISTANT TEACHERS IN PRIMARY GRADES. For the first year of service, $400; for the second year of service, $475; for the third year of service, $575; for the fourth year of service, $650; for the fifth year of service, $700; for the sixth and subsequent years of service, $775 per annum. ASSISTANT TEACHERS IN GRAMMAR GRADES. For the first year of service, $450; for the second year of service, $525; for the third year of service, $600; for the fourth year of service, $650; for the fifth year of service, $700; for the sixth and subsequent years of service, $775 per annum. Second Teachers in Half-Day Division to receive $50 per annum less than the rates paid Assistants in Primary Grades. Three Reserve Teachers at a salary of $700 each per annum. All changes in salary to take place at the commencement of the school month succeeding the expiration of the year's service. SUBSTITUTES. Four Substitutes to be employed at the discretion of the Superintendent, at a compensation of $4.00 each for each day of actual service. Other Substitutes to be paid at the rate of $1.50 per day for each day of actual service. CADETS. All candidates for positions as Teachers, who hold partial certificates of qualifications to teach in the Chicago Public Schools, issued by the Board of Education, who have been in regular service in the Schools for two months as Cadets, and who have shown such proficiency as to satisfy the Superintendent that they are desirable as Teachers, shall, upon his recommendation, receive a compensation of 75 cents per day, for each day of actual service in such capacity. After a service of six months as Cadets, they shall receive a compensation of $1.25 per day.

Estimate of Expenditures for 1892.—The estimated expenditures of the Board of Education for the year 1892 aggregate $5,996,084, as follows: For salaries of superintendent and teachers in the primary and grammar grades, exclusive of teachers of special studies, on basis of salaries of 1891, $2,230,325; less estimated revenue of school fund ($480,000), $1,750,325; tuition of pupils at Cook County Normal School, $7,500; evening schools, $110,000; school libraries, $2,500; supplementary reading, $20,000; rebinding books, $1,000; text books for indigent pupils, $5,000; maps, charts, globes, etc., $2,500; payments toward pianos, $1,500; Expenses Columbian Exposition, $10,000; sundries, $750; salaries, office employees, attorney, and school agent, $45,000; salaries, engineers and janitors, $255,000; school supplies, chalk, etc., $50,000; school-house supplies, $15,000; fuel, $110,000; printing proceedings, etc., $12,000; supplies for sewing for 40,000 pupils, $5,000; material for manual training, $1,500; school sites, $200,000; new buildings, $1,765,000; permanent improvements, $100,000; general repairs, $200,000; heating apparatus, $100,000; apparatus and furniture, $50,000; rentals of branches, $45,000; special assessments, $40,000; incidentals, $45,000; legal expenses, $250; support of high schools other than manual training, $272,500; support of English high and manual training, $50,000; drawing—salaries and supplies, $35,000; music—salaries and supplies, $30,000; German—salaries and supplies, $170,000; physical culture, $28,000; compulsory education, $25,000; school census, $15,000; due contracts, less balance of appropriation '91, $145,036 — $165616; payment of bonds, interest, and orders, $80,500 Total, $5,821,441. Loss in collection and costs, $174,413. Total estimate, '92, $5,996,084.

PUBLIC LIBRARY.

Occupies entire fourth floor of the City Hall (excepting council chamber). Was founded in 1872. The library contained on January 1st, 1892, 171,709 volumes, and the collection is increasing by purchase and donation at the rate of somewhat over 10,000 volumns annually. Its literary treasures, many of which can not be duplicated at any cost, are at the lowest estimate valued at $275,000. With an annual circulation and consultation of over 1,500,000 volumes, it leads the circulation of the free public libraries of the country. At the Paris Exposition of 1889 it received the distinguished honor of an award of a gold medal, on an exhibit consisting of the annual report, finding lists and a volume showing in detail the administration of the library in every department. A reading-room is maintained, which last year was patronized by 500,000 visitor, 450,000 periodicals being given out across the counter. There are also reference departments, including general, patent and medical, which are consulted by thousands of people in search of special knowledge, annually.

A Cosmopolitan Collection,—There is not a more cosmopolitan place in the city than the library rooms. It is a place where the people of all nations from a wide circuit around come for their reading matter. The library is composed of books in all languages, selected with the greatest care. Naturally, the English tongue predominates, but every foreign and classic language is well represented on its shelves. As a result, the library assumes a cosmopolitan phase, because it is so extensively patronized by the people of so many different nationalities. The method of securing new books is simple. The librarian really does the selecting. The lists prepared by him are placed in the hands of a proper committee, who either indorse or modify the librarian's choice, and the amended list is finally voted upon by the board. That the majority of the reading public who look to the library rely greatly upon it, is proven by the many applications made daily for the new books they have heard about or read about in the newspapers. The fact also proves that this city is the home of intelligent, wide-awake people, who wish to keep abreast of contemporaneous thought and literature.

Administration and Cost of Maintenance.—The Board of Directors consists of nine members, of which three are appointed annually for a term of three years. The Secretary of the Board is W. B. Wickersham. Frederick H. Hild, the librarian, has three assistants, namely, E. F. L. Gauss, first assistant, Elizabeth A Young and Kate M. Henneberry. There are forty-three atttendents regularly employed in the day service of the library, and twelve in the evening service. With five janitors, one night watchman, one electrician, one expressman, the total number of persons in the employ of the Library is ninety. The amount expended for salaries last fiscal year was $51,440.54, which included $2,787 paid for the transportation of books to and from the delivery stations. The total cost for the maintenance of the library for the year was $102,869.19. The estimated expenses of the Library for 1892 are as follows: Salaries, $57,000; books, $16,000; binding, $7,000; heating and lighting, $5,000; delivery stations, $12,000; newspapers and periodicals, $4,000; printing and stationery, $2,000; finding lists, $1,000; incidentals, $2,500; furniture and fixtures, $2,500; rent of reading-rooms, $3,000. In addition to these sums, there is a tax levy of $400,000 for building purposes, being the second of a series of annual levies covering a period of five years.

Branch Delivery Stations.—The most notable feature of the development of the library during the year has been the establishment of four branch reading-rooms. The first of these was opened in December and the other three at short intervals since that time. A fifth room will be ready during the present month. The location of these rooms and the average attendance and number of periodicals issued is as follows :

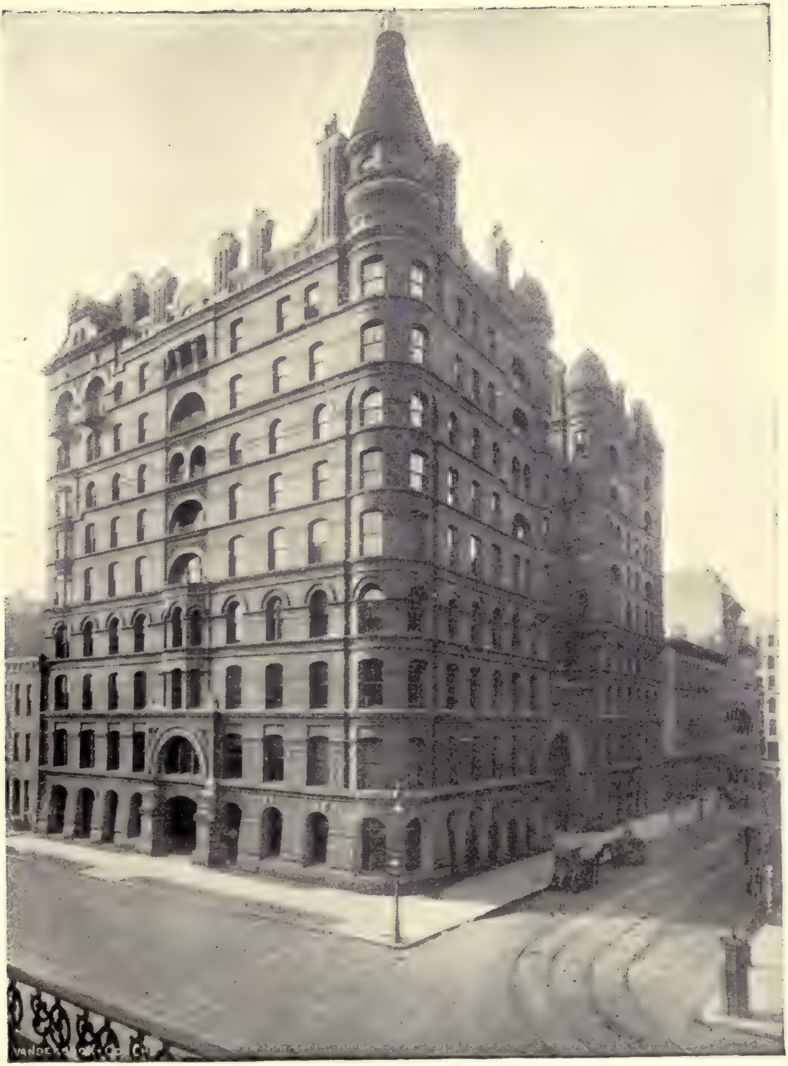
	Visitors.	*Monthly. average periodicals issued.*	*Sunday attendance.*
No. 1.—No. 1204 Milwaukee avenue	4.719	4.973	210
No. 2.—No. 625 Forty-third street	1,840	3,433	145
No. 3.—No. 341 Clybourn avenue	1,715	3,226	173
No. 4.—No. 134 Fifty-third street	1,708	....	30

The estimated annual cost of maintenance of these rooms is $2,500 each, which includes rent, service, light and heat, cost of periodicals and janitor service. The rooms are open daily to the public from 9 A. M. to 10 P. M., and Sunday from 10 A. M. to 10 P. M.

There are now employed in the service of the library eighty-nine persons. The amount expended for salaries was $51,440.54. There were sent to the five binderies, with which the library had contracts, 15,190 volumes, and there were repaired in the library 14,875 volumes. The amount expended for binding was $6,786.41. The annual inventory shows 134 volumes unaccounted for. Of the 135 books reported missing last year 26 have since been found.

Character of Books.—A classified analysis of the entire number of volumes in the library shows that English prose fiction leads in popularity, there being 27,570 volumes in that department alone. In the department of German literature are found 18,057 volumes. French literature follows with 8,225 volumes. Some general idea of the character of the entire collection may be formed from the fact that among the classes well represented are those of history; biography; travels; poetry and drama; essays and miscellanies; polygraphy and collected works; fine arts; natural sciences; practical arts (including patents); political and social science; language and literature; mental and moral science; ancient classics; religion; medicine; law; periodicals and newspapers; Government documents and State papers; bibliography; dictionries and encyclopedias; English prose fiction; juvenile literature; German, French, Italian, Spanish, Portuguese, Dutch, Bohemian, Polish, Russian and Scandinavian literature. The largest number of books issued on any one day in 1890 was 5,272, on February 24th. On the same day there were used in the other departments 1,799 volumes, making a total of 7,071 volumes, which is the largest circulation reported for any one day in the history of the Library.

Delivery Stations.—The number of delivery stations was increased by seven during the last year, making a total of twenty-four stations now in operation. Of these six are located in the North Division, six in the South Division, and twelve in the West Division. There were issued from these stations 294,880 volumes, an increase of 94,623 over the number reported for the preceding year. Four wagons are required to transport the books for the delivery stations to and from the main library, and two daily deliveries are made to each of the stations except the Irving Park and Ravenswood stations.



[Engraved for The Standard Guide Company.]

PULLMAN BUILDING, MICHIGAN AVE. AND ADAMS ST.

[See "Great Industries."]

Circulation of Books.—The aggregate circulation of books in all departments of the library compared with the circulation of the preceding year was as follows:

	1891,	*1890.*
Home circulation (main library)	643,622	640,378
Home circulation (delivery stations)	294,880	201,257
Issued to public schools	3,746	2,336
Reference department	327,619	331,813
Medical department (closed July, 1 90)	1,175	26,376
Patent department	19,477	18,319
Total	1,290,514	1,220,479

The Circulating Department was open for the delivery of books 306 days, The daily average number of books issued for home use was 3,095, against 2,749 for the preceding year. The largest number issued on any one day was 5,291, February 24; the smallest number 1,727, July 11. The amount received for fines on delinquent books was $5,350.88, or $497.13 more than was received from this source last year.

Condition of the Library in 1892.—At the last annual meeting of the Directors of the Public Library, Chairman Shortall submitted a report, the substance of which is as follows: The number of volumes added during the year is 20,078, making a total of 166,475 volumes, with a total circulation of 1,290, 514,—942,248 volumes of which were taken upon cards for home use. The number of visitors to the reading room was 492,837, and of those to the several reference departments, not including the reading room, 105,606. The decrease, some 8,000 from the figures of last year in the reference departments, is attributed to the opening of reading rooms at branch stations, and to the discontinuance of the medical department, the contents of which latter were handed over to the Newberry Library at its request and at that of the original donors, with our own concurrence, and with a view of making the same as perfect as might be practicable—the Newberry desiring to make such a medical department one of its specialties.

Since our last communication we have under your direction taken possession of Dearborn Park for our new building, having secured the consent of every owner of the abutting property save one, this one having promised to sign when all others had done so. His consent will doubtless be added later. A settlement has been arrived at between this board and the Soldiers' Home (to which latter was granted by the Legislature the north quarter of this plot of ground) upon a satisfactory basis; the soldiers and sailors of the late Civil War to use and occupy as a memorial hall and for other purposes of their organization for fifty years, a portion of the building to be erected, with a reversion thereof to the library—the library also having a certain use of the Memorial Hall.

The Building committe of the library has begun the planning of the interior of the new building, having called to its aid most competent professional assistance, and has completed the chief part of that work—the basement and first and second stories—and most satisfactorily. It is designed to construct the exterior of the building so that it shall be an honor to the city, ethically as well as architecturally, without profusion or meaningless ornament on the one hand, or commonplace simplicity upon the other, but aiming to convey, exteriorly, that idea of dignity and repose that should mark its use and completeness.

We gladly refer to the bequests of our late fellow-citizens, the Rev. William H. Ryder and Hiram Kelly. Mr. Ryder's bequest, amounting to $10,000, has been carefully invested for the library's use, and according to its terms; the bequest of Mr. Kelly will exceed the sum of $125,000, as appears by the report of our committee, which is also appended hereto, of date April 18th last. It is intended that some special commemoration of those public-spirited gentlemen may be devised and their names and generosity permanently honored within the new building when erected.

We are now entering upon a most important step in the life of this "University of the People," the erection of its own home, a permanent house to hold its treasures; the fruition of a hope that has animated us so many years. In this we have before the failures as well as the successes of many others. We intend, in its construction, firstly, that it shall inwardly subserve its purpose as perfectly as human skill and foresight can design it, and secondly, that it shall express outwardly such true architectural skill and good taste that it shall stand forever a source of just pride to those—State, city, and indvidual—who have had the honor of assisting in its erection, and an example to all of the value of a discriminating, unselfish, and patriotic devotion to the public good.

Librarian.—The Librarian of the Chicago Public Library is Mr. Frederick H. Hild. He may be addressed directly at the Library. The Secretary is W. B. Wickersham.

New Library Building.—The block of ground formerly known as Dearborn Park, is reserved by the City of Chicago for a great Public Library Building, the construction of which will shortly be begun by the laying of the corner-stone some time in the spring, the competing plans for the proposed building being now before the board.

Number of Volumes.—The total number of volumes in the library May 31, 1891, was 166,475, a net increase of 10,232 volumes over the number reported last year, which was 156,243. The total number of volumes entered in the accession catalogue during the last year was 20,078, a larger number than has been added during any one year since 1875. From this number were deducted the following items: Wornout books, 4,156; books lost and paid for, 268; transferred to the Newberry Library, 5,283 volumes of medical and musical books; books unaccounted for in the annual inventory of 1889, 108; books not recovered from delinquent borrowers in 1890, 31 volumes. Of the 20,078 volumes added 16,296 were bought, 1,175 were donated, 663 were bound periodicals received from the reading room, and 1,944 were acquired from the Hyde Park Lyceum. The amount expended for books was $17-669.22.

Percentage of Circulation.—The percentage of circulation for home use in each of the seven classes, compared with the reports for 1889 and 1890, is as follows:

	1891.	*1890.*	*1889.*
History and Biography	10.32	9.70	9.54
Voyages and travels	5.10	4.63	4.56
Science and arts	6.24	6.15	6.[illegible]0
Poetry and drama	3.72	3.12	3.82
English prose fiction and juveniles	62.36	62.12	61.77
Books in foreign languages	10.16	11.75	11.25
Miscellaneous	2.10	2.53	2.86

Reference Department.—In the Reference Department 326,619 volumes were issued to 98,964 readers, a slight decrease from the number reported last year. The classification of the books consulted is as follows: Arts and sciences, 16.24 per cent.; history and biography, 16.49 per cent.; periodicals (bound volumes), 17.08 per cent.; geography and travels, 9.70 per cent.; language and literature, 9.26 per cent.; encyclopedias, 5.27 per cent.; atlases and statistics, 2.23 per cent.; public documents, 2.44 per cent.; bibliography, 2.58 per cent.; miscellaneous, 18.71 per cent.

Two-Year Cards.—The number of persons holding two -year cards which entitle them to draw books from the library for home usehas increased from 36,478 to 43,749 during the last year. The entire registration for the year was 23,815. The number of cards issued to males was 13,357, to females 10,458. Under the new regulation permitting persons to obtain cards at the delivery stations without calling at the main library 6,839 cards were issued. The greater number of these were taken by persons who had never before enjoyed the benefits of the library.

Visitors During 1891.—The whole number of visitors to the reading-room was 492,837, to whom 438,243 periodicals were issued, an increase of 56,425 in the number of readers and of 49,051 in the number of periodicals issued over the report of the preceding year. The average Sunday attendance was 738. The number of serials on file was increased from 587 to 662 during the last year. Of these 468 are classified as periodicals, 69 daily newspapers, and 125 weekly and special newspapers; 348 are American publications, 129 English, 86 German, 20 French, 42 Scandinavian, and 37 in other languages. The amount expended for periodicals and newspapers was $2,966.95.

REAL ESTATE AND BUILDING.

Building operations for 1891.—The building operations in Chicago during 1891 just closed were by far the largest ever experienced in the history of the city. In round numbers the amount of building done in this city during the year aggregated $55,000,000. For the year 1890 the total amount of building was $47,373,209 and $31,516,000 for 1889. The total number of permits issued during the last year was $11,476, against 11,044 in 1890 and 7,590 in 1889. The combined frontage of these permits represents 280,614 feet, or about fifty-three miles of building frontage. As usual, the South Division, which includes the business district, shows the largest aggregate cost, $19,943,800, as against $15,577,500 for the year 1890. In Hyde Park the number of permits issued was 1,990, against 2,044 in 1890. The cost, however, shows a decided increase—$8,505,200, against $6,617,400 in 1890. The Western division comes to the front with a total of 3,572 building permits issued, an increase of 565 over 1890, with a combined frontage of 93,020 feet, and an aggregate cost of $13,360,570. There were 1,398 permits issued for Lake View, to cost $2,850,600, and 2,931 in the town of Lake, to cost $5,625,600. The building of the Newberry library swelled the total for the North side. In that division of the city 529 permits were issued, whose cost aggregates $4,816,000, as against $3,685,000 in the preceding year. It is predicted on all sides that the building operations during 1892 will be as far ahead of 1891 as that year was ahead of 1890.

The following indicates the great building activity of 1891 as shown by the building permits. The totals given for the years including 1881 and 1890 are from the official figures of the Building Commissioner. His estimate is taken in part for the year 1891.

Building, Comparative.—The total for last year is far in advance of any preceding year, and represents the estimated outlay for the construction of 11,500 buildings, covering a frontage of over fifty-one miles. The total amounts of building permits for each of eleven years are given as follows:

1881	$13,467,000	1887	19,778,000
1882	15,842,000	1888	20,340,000
1883	17,500,000	1889	25,065,000
1884	20,689,000	1890	47,422,000
1885	19,624,000	1891	55,360,000
1886	21,324,000		

New buildings erected	11,626
Feet frontage	281,654
Total cost	$54,010,500
Total number of buildings erected since 1876	67,868
" cost " " " "	$309,309,379
" frontage " " " "	286 miles.

Building Permits for 1891.—Building during 1891 showed an expected increase. The totals inside the city limits revealed the issuance of 11,582 permits, for 281,654 feet, or about 53 miles of frontage, at a cost of $54,010,500. The character of the buildings erected was far in advance of any year in the history of the city. Many of the structures are the most magnificent on earth. The following comparative table shows the building permits issued in 1890 and 1891.

Months.	1890.			1891.		
	No. of permits	Feet frontage.	Cost.	No. of permits.	Feet frontage.	Cost.
January	575	13,556	$1,320,000	759	17,133	$1,887,300
February	865	19,800	2,226,000	1,070	25,786	2,881,700
March	1,329	29,695	3,857,600	960	24,299	4,580,700
April	964	20,500	2,767,000	1,035	24,386	4,070,100
May	1,054	24,840	3,388,000	1,100	27,481	4,671,800
June	1,064	21,500	7,899,900	1,122	30,120	4,786,000
July	1,047	24,570	4,789,600	1,097	25,147	4,782,500
August	1,038	24,750	6,737,000	1,035	24,954	3,711,700
September	1,015	23,442	3,676,000	1,102	24,937	4,324,900
October	1,188	28,890	4,832,000	1,137	27,008	6,611,000
November	824	16,790	2,169,700	759	18,421	8,702,700
December	588	12,579	3,725,200	450	12,000	3,700,000
Total	11,582	260,919	47,390,000	11,626	281,654	54,010,500

Real Estate Transfers.—The following is the total number and amount of real estate transfers within the city limits having a consideration of $1,000 and upward which were filed for record during the year ended Thursday, December 31, 1891:

MONTH.	SALES.	CONSIDERATION.
January	2,007	$12,387,988
February	1,589	10,695,707
March	1,824	12,065,120
April	2,053	13,623,598
May	2,076	16,448,826
June	1,996	13,056,130
July	1,772	11,754,014
August	1,444	9,093,528
September	1,6[illegible]3	11,383,472
October	1,6[illegible]0	9,921,056
November	1,476	10,115,089
December	1,280	9,794,319
Total for the year 1891	20,800	140,338,847
Total for the year 1890	22,804	174,172,769

The growth of Chicago during the last year is something marvellous, as is best illustrated by the fact that rents advanced and all classes of residence and flats are occupied. Notwithstanding the great number of dwelling houses, apartment and office buildings erected during the year, vacant dwellings and flats are very scarce and new buildings are being occupied as fast as they are finished.

Another feature of the market during the year 1891 is the enormous growth of Chicago as a manufacturing center. Manufacturers from all parts of the country have located in Chicago, and many more are contemplating a removal to this city, which additions are bound to make it the largest manufacturing center in the country. The importance of this feature for the permanent benefit and growth of Chicago can hardly be overestimated.

Building Operations Since 1876:—From 1876 to 1889 there were erected in the city 37,042 buildings, covering a frontage of 172 miles, costing $176,460,779, being an average of 3,087 per year for twelve years, an average of 14⅓ miles of frontage, and an average cost of $14 705,065. The least number of buildings erected in any one year was in 1878, with a frontage of about six miles. The least expenditure was in 1879. The largest transaction for same period was in 1888—number of buildings 4,958, 22 miles frontage, expenditure $20,360,800. During 1889 the number of buildings erected was 7,590, covering over 34 miles of street frontage and costing $31,516,000. The buildings erected in 1890 covered a frontage of 50½ miles. In the South Division 1,120 buildings were erected, having a frontage of 29,594 feet, and at a cost of $15,400,800; in the North Division 502 buildings, with a frontage of 14,055 feet, costing $3,681,200; in the West Division 3,994, with a frontage of 91,336 feet, costing $13,687,600. In Hyde park 2,052 buildings were erected with a frontage of 44,481 feet, costing $6,624,300. In Lake 2,889 were erected, with a frontage of 63,297 feet, costing $5,578,100. Lake

View added 1,051, with a frontage of 23,518 feet, costing $2,350,100. The total building transactions of Chicago in 1890 were as follows:

New buidings erected	11,626
Feet frontage	281,654
Total cost	$54,010,500
Total number of buildings erected since 1876	67,868
" cost " " " "	$309,309,379
" frontage " " " "	286 miles.

Some of the Great Buildings of 1891.—The *Economist*, in its annual edition, gave the following:

One fifth of the total cost for the year is composed of 22 massive structures, chiefly office buildings, the majority of which are well under way and nearing completion, while six for which permits were issued during the agitation of the subject of limiting the height of buildings will not be constructed for some time, possibly years. The large buildings now in process of construction are as follows: The Unity at a cost of $750,000; Cook County Abstract and Trust Company, $600,000; Ashland block, $600,000; German Opera House, $600,000; the Newberry Library, $500,000; the Mecca apartment house, $600,000; the Venetian, $300,000; Hopson's Hotel, $250,000; J. W. Ellsworth's office building at 353 and 359 Dearborn street, $250,000; Chicago Athletic Association's Club House, $200,000; John M. Smyth's mercantile building, $200,000; American Express Company's Stables at Sebor and Clinton streets, $200,000. The large buildings for which permits were issued, and on which work has not yet been commenced are as follows: The Marquette, on the site of the Honore block, $900,000; Higgins & Furber's, sixteen-story store and office building at the southeast corner of State and Washington streets, $800,000; D. E. Blodgett, a twelve-story office structure on the site of the *Times* building at Fifth avenue and Washington street, $700,000; D. E. Bradley, a sixteen-story office structure on Quincy and Jackson streets, east of Dearborn, $600,000; Francis Barlett's sixteen story office building on the south side of Van Buren street, between Dearborn street and Plymouth place, $600,000; Brooks estate on Dearborn street, north of Van Buren, sixteen-story office building, $600,000; Byron L. Smith, sixteen story store and office building at the southwest corner of Michigan avenue and Washington street, $400,000; William A. Giles, twelve-story office building at the northeast corner of Jackson street and Fifth avenue, $400,000; the George A. Fuller Company, a fourteen-story mercantile building at 147 and 153 Fifth avenue, $400,000; and Otto Young, sixteen-story store and office building at the northwest corner of State and Madison streets, $288,000; the total involving an expenditure of $10,738,000.

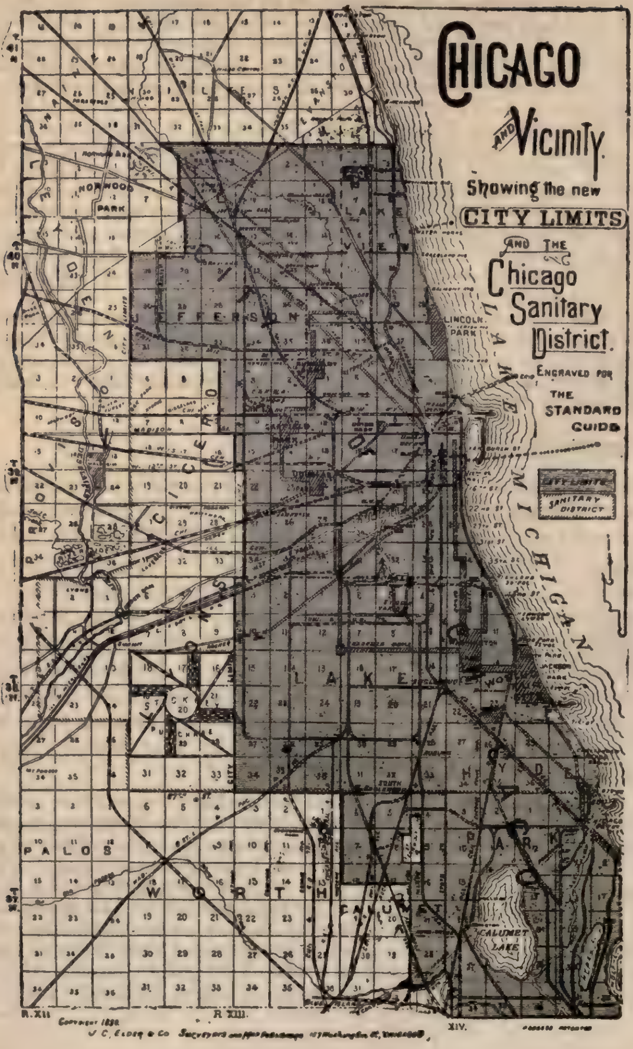
Other notable buildings for which permits were issued during 1891, many of which are now completed, are as follows: The six-story store and apartment house being erected by St. Luke's Hospital at 1423 and 1429 Michigan avenue, at a cost of $140,000; estate of B. F. Tobin, six-story apartment house at the southeast corner of Cottage Grove avenue and Thirty-third street, at a cost of $125,000; B. Philpot, four-story store and flat buildings at the northwest corner of Michigan avenue and Thirteenth street, $100,000; A. Turner, a four story apartment house at Forty-seventh street and Ellis avenue, $100,000; John A. Lynch, a three-story residence and barn at 562 and 568 North State street, $100,000; J. W. Oakley, six story warehouse at 112 and 120 Michigan street, $100,000; M. Krause, six-story warehouse at 158 to 168 West Randolph street, $100,000; Western Wheel Works, a five-story factory at 127 and 139 Sigel street, $80,000; L. Wolff Manufacturing Company, to reconstruct and add three stories to the building at 91 Dearborn street, $75,000; Frank Turner, five four-story and basement store and flat buildings at 1254 and 1258 North Clark street, $70,000; Taylor, Allen & Co., seven three-story houses at 5026 and 5038 Washington avenue, $70,000; George Hankins, eight four-story flat buildings at the southeast corner of Twenty-sixth street and Indiana avenue, $75,000; A. L. Patterson, seven four-story store and flat buildings at Forty-third street and Evans avenue, $75,000; F. D. Clarke, ten-story apartment house at 333 and 335 Michigan avenue, $75,000; Einstein & Merritt, four-story store building at 201 and 207 State street, $70,000; the Citizen's Brewing Company, a six-story brew-house at 2754 and 2764 Archer avenue, $200,000; the Standard Brewing Company, an $80,000 plant at the southwest corner of Twelfth street and Campbell avenue; Peter Hand Brewing Company, a $60,000 plant at 35 to 47 Sheffield avenue, while Brewer & Hoffman enlarged their plant to the extent of $50,000, and the Anheuser-Busch Company, of St. Louis, built a supply depot at a cost of $50,000.

The city erected twenty-two school buildings, at an average cost of $70,000, making a total of $1,540,000. The buildings are mostly three stories high and contain sixteen rooms, each with a capacity for about sixty pupils. They are constructed of brick, stone and terra cotta, the interiors being nicely finished and heated by steam.

SHIP AND DRAINAGE CANAL.

The question of drainage is one that has received the most earnest attention of the people of Chicago during recent years. It involves so much of momentous importance that the State of Illinois has placed it in the hands of a Drainage Commission, with powers equal to those exercised by the county or municipal governments. These powers embrace the borrowing of an enormous amount of money upon the credit of the people owning property in the districts to be affected by the carrying out of the scheme, the condemnation of land, the digging of canals, the construction of dams, dykes, docks, etc., etc., and the general management of the drainage system of the district known as the Desplaines Water Shed. It would require a volume in itself to give a proper review of the drainage question. The chief features only can be treated of here:

Changing the Water Flow.—In the remote past the overflow of the waters of Lake Superior and Lake Michigan ran through the Mississippi south to the Gulf of Mexico, instead of as now—northeast through the Gulf of St. Lawrence to the Atlantic. At the same time Lake Erie was emptying into the Atlantic through Lake Ontario and the St. Lawrence; not by the Niagara, but by the Dundas valley, a channel not far from the line of the present Welland canal. Then, at some epoch unknown and for some cause unguessed, the Detroit strait and the Niagara strait were opened, Lake Michigan slowly fell about thirty feet, and its outlet (now "the Divide," at Summit, close to city limits, twelve miles southwest of the Court-house) gradually filled up with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Sanitary District
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Lake View
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Stickney
Palos
Worth
Calumet
Hyde Park
Calumet Lake
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R. XIII
XIV.
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THE SANITARY DRAINAGE DISTRICT.

VANDERCOOK-CO. CHI.

[Engraved for The Standard Guide Company."]

INTERIOR VIEW OF UNION NATIONAL BANK.

[See " Banks—National."]

mixed deposit; so that to-day the dry bed of "Mud Lake" is the sole remaining representative of the once great southward waterway. Within a few years, long before the close of the nineteenth century, the old order of things must be re-established and mighty Michigan once more find its waters flowing southward. The hand of man will compel it again to turn in its bed, and lie with its head to the north and its foot to the south as of old. The canal which is to be built as an outlet will carry a stream of water 160 feet wide, 18 feet deep, flowing 2½ miles an hour. Through this canal the largest steamers might float, but it is not intended that passage through shall be provided for them, because the locks by which they would have to descend (151½ feet) to reach the Illinois river are too small and the river itself is far too shallow for their accommodation. Some Mississippi boats can come to us, but our stately ships can not go to them. Each must break bulk in Chicago. Also—an important consideration—light-draft gunboats may pass and repass freely between the great lakes and the great river. As we stand now, any nation having control of the St. Lawrence and the Welland canal has at least the highway necessary to command Lakes Erie, St. Clair, Huron and Michigan with all that lies on their shores.

Cost of the Undertaking.—To accomplish the ends desired will cost the Sanitary District (practically the city of Chicago) about $20,000,000.

Disposing of Chicago Sewage.—The one great object of this ship canal, however, is to dispose of Chicago sewage. When the population was small, the city was drained by the Chicago river and the lake. Years ago it became apparent that a change would have to be made in this respect. The course of the Chicago river is naturally into Lake Michigan, but pumping works were erected at Bridgeport, in the southwestern part of the city, which lift an average of 40,000 cubic feet per minute into the Illinois and Michigan Canal, causing, under ordinary conditions, a perceptible current away from the lake. The water thus pumped into the canal flows south to the Illinois river and thence to the Mississippi. Pumping works at Fullerton avenue, on the north branch of the Chicago river, force water from the lake into that stream, diluting its contents, and furnishing the head needed for a flow toward the Bridgeport pumps. This means of disposing of the city's sewage is wholly inadequate to its needs, and the pollution of the water supply of the city is constantly menaced. Measures have therefore been taken to construct a large gravity channel as an outlet for the sewage of Chicago into the Illinois river. The Chicago Sanitary District has been formed by act of Legislature of the State of Illinois; nine trustees have been elected to supervise the construction of a channel; a corps of engineers has been set at work making preliminary surveys, and plans are being perfected for a channel which will answer the double purpose of disposing of the city's sewage and establishing a navigable waterway for the interchange of commerce between Lake Michigan and the Mississippi river.

Route of the Ship Canal.—A trip over the route of the great ship and drainage canal will be interesting and instructive to visitors who are of an inquiring or of a scientific turn of mind. Starting from Bridgeport, where is located the present pumping works (Ashland and Archer avenues), whose ponderous engines are laboriously lifting, every minute, 60,000 cubic feet of the slimy, filthy water of the river, at a cost of $1,000 per week, we strike right across the country to Summit. Here we come to the bank of the "Ogden-Wentworth ditch," well known by name to very many and by face to very few.

Sometimes it has been a great, moving flood, bringing Desplaines water in to work harm to all the low-lying parts of Southwestern Chicago. Now it is a huge gutter, dry, except for a sluggish rivulet trickling along its middle. Its purpose was to drain Mud Lake, and by its aid that long, narrow basin is now and has been for many years dry land—at least land dry enough for agriculture, and to some extent for humble habitation by the unexacting poor. Its course presents few attractions—none, unless the great Chicago Bridewell be called attractive, which it is not, usually—rather to be avoided if convenient.

Eight miles out, at the head of the ditch, is the "Ogden Dam," another entity whereof many know the name who would not recognize the aspect if they met it in their morning walks. It is a plank wall perhaps twelve feet high on an average, running less than 100 feet northerly and southerly, barring the eastward flow of the Desplaines river, save when spring floods overtop it, Mud Lake becomes once more a lake, and its waters flow with great speed and volume unchecked toward the city, where they enter the South Branch and drive its foul winter accumulations out into the lake—our drinking fountain.

So we have reached the famous "Divide." This is "Summit." Before us is the Desplaines, flowing toward the warm, torrid Gulf of Mexico; behind us the waters that are destined to the Gulf of St. Lawrence by icy, stormy Labrador. We have come eight miles fr m Bridgeport, and all the way on our left we have passed the present canal, its course marked by the long high pile of rocks excavated from its bed. Just beyond the canal is the Chicago & Alton railroad, which closely follows its course nearly all the way to Joliet, and just this side of it the Chicago and Santa Fé, which crosses the ditch east of the dam.

It happens quite by accident that the first stretch of the Ogden Ditch points directly toward the Auditorium tower, and, as we look back along its course, that square structure is perfectly visible with a glass—may be faintly descried with the naked eye in favorable states of the atmosphere, looming in the little gap between the low shrubbery that has sprung up on either side of the watercourse.

Turning our backs to Lake Michigan we see before us to the southwest the "twelve-mile level" of the Desplaines. At this dry time it is almost without current, and the landscape along its banks is as tame and featureless as can well be imagined. Even the canal itself has more fall here than the river, and its bed is some twelve feet lower than the surface of the stream. The rolling prairie near Summit changes to a wooded ridge coming in from the left as we near Willow Springs, a place attractive to festive picnickers brought out by the Alton and the Santa Fé railways, the former following the left bank and the latter the right. Following the tow-path we come in sight of frequent piles of waste rock, showing that we are entering the great quarry district. The old canal (still some feet lower than the river) runs near a high wooded ridge that marks the southeasterly limit of the valley. At length this ridge begins to grow lower; we are approaching the "Sag" feeder which used to bring water from the Calumet river and deliver it to the canal. Wearily we climb the hill, when, all at once, a strong, cool breeze greets the beaded brow, and lifting the eyes they are surprised with the sight of a broad green vale stretching eastward far below, bringing a silvery, winding stream and a refreshing breath of unmistakable Lake Michigan air. Here is a cemetery and a Catholic priest in attendance. From him we learn :

"This is the Sag Bottoms before you. It is a low area of land running to Calumet Lake, some twenty-five miles away. The Indians who used to live here called the stream the Au-sag-nous-ki, the west grass valley. You see that winding stream? Well, that's the Sag feeder, the old Calumet Canal. Back about '50 they used to run passenger-boats down the feeder. There weren't any railroads to speak of then. The feeder runs clear through from the Calumet river to Stony Creek, round Lane's Island (which isn't an island at all, but only high ground), and down through the bottoms into the Illinois and Michigan Canal just below here. That is the town of Sag over there."

We descend and follow the feeder to its junction with the canal. Its water is low now, since the canal was deepened (1870), but there is still a current passing under the bridge of the railway, its successful and dominant rival. From Hastings to Lemont the canal presents a lively aspect. Quarry succeeds quarry in close succession. Each has its swinging cranes at work loading track-cars and canal-boats, and the canal is frequently bridged with "locomotive cranes" running on supporting trusses, and carrying huge blocks of stone from the quarries to the mills to be sawed or planed into building blocks or flag-stones. In the quarries proper the scene is active and the sound continuous. Steam drills and channelers bore and carve the sandstone, and brawny arms raise and drop the heavy hand-drill. Here is a line of men sinking a series of wedge-holes into a stratum of the milk-white rock; beyond is another line driving a row of wedges with fast-falling blows of the sledge-hammer. A sharp, cracking noise and the split has run from hole to hole, and with a grinding sound a long, narrow strip of stone pushes out from its immemorial bed. "Do you see those men slinking off through the weeds on the hill? They are getting out of the way of a blast." Sure enough, in a few seconds a sound of cannon-shot indicates that several blasts have been fired simultaneously by electricity. A mass of smoke rises, and as the cloud disperses it discloses a shower of fragments and falling stones.

Below Lemont some extensive earth-moving, "scalping," is doing by steam shovels to strip the rock for quarrying. Though the Desplaines here is broad, shallow and sluggish, yet it has already fallen a good deal, for it is now about level with the canal or lower. These inexhaustible quarries of easily-worked stone are a great and ownly partly recognized factor in making Chicago what she is and what she will be. Timber to the north, coal to the south, a great lake to the northeast, a great river to the southwest, and a glorious country all around—what more could be asked to build her up to be the metropolis of America? Nothing but something to build with. And she has it all. Lumber is her great staple. Brick, clay and building-sand are her very foundation, and a whole valley of kindly rock is at her very door. In truth Chicago is Nature's chosen tabernacle. Vain—vain and foolish for us Chicagoans to fancy that we made our city, for it is Chicago which has made us. From Lemont to Lockport the valley widens, the bottoms forming level and open areas of prairie. At Lockport the river is some twenty-five feet lower than at Lemont. Lockport is a large and interesting manufacturing town, showing the effect of the water-power which even the old canal has furnished. Much surplus water is now wasting here; not because it is not valuable, but because it is the product of the increased action of the Bridgeport pumps, an increase which has accrued too lately to allow time to erect the mills which should be using the power. The flood forms a raging torrent forty feet wide, attractive to the eye, offensive to the nose.

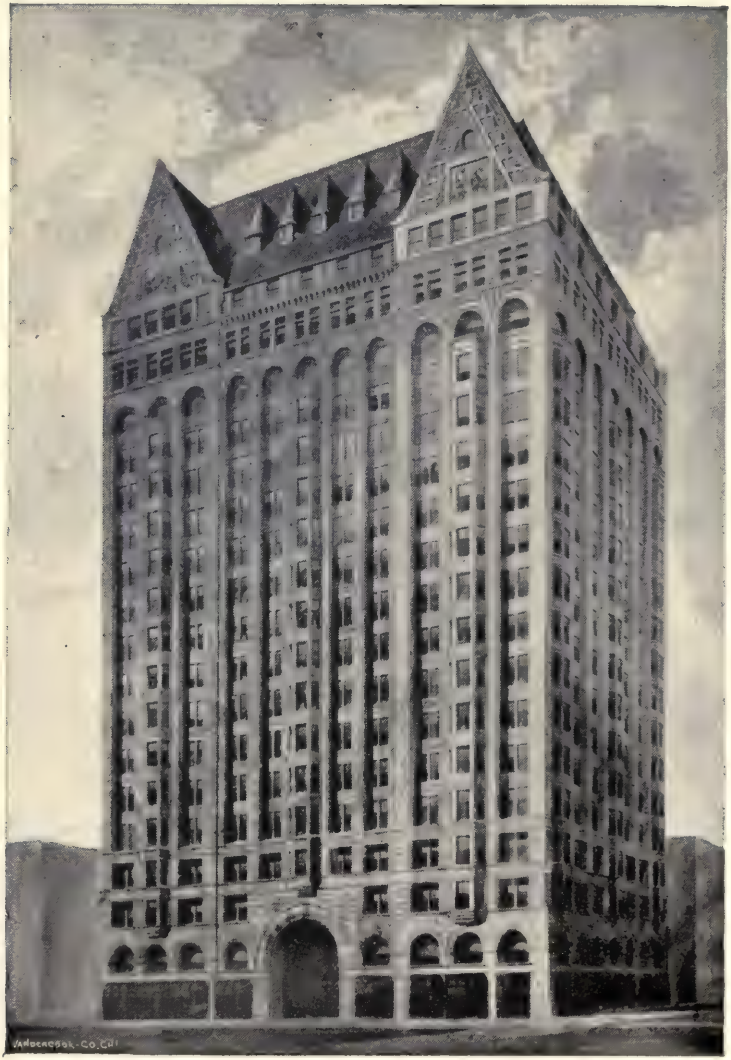
From Lockport to Joliet is eight miles, but the drainage canal, strictly speaking, ceases at Lockport, thirty-four miles below Chicago, where the river bed becomes low enough to care for the water. The canal is under way and will surely be completed within our own times. All craft short of our great lakers will use it. By water to the gulf and beyond will be part of our daily traffic.

Note.—The canal and its route are almost as far from construction or determination at this writing as they were when the last edition of the Guide was given to the public. There is so much vagueness connected with the work of the commission and the engineers, and so much uncertainty as to plans, that the compiler does not feel justified in changing the foregoing matter. There is nothing better to substitute.

WATER WORKS.

The water works of Chicago are among the wonders of the city, not alone because of their magnitude, but because of the magnificent engineering features which they present to the intelligent or curious visitor. The great central pumping works of the system are as follows: Foot of Chicago avenue, North Side. Take North Clark street cable or State street car to Chicago avenue, and walk east toward the lake. These works are at the Southern end of the Lake Shore drive and should be visited by all strangers. West Side works, corner of Blue Island avenue and Twenty-second street. Take Blue Island avenue car. Central pumping station, West Harrison street; between Desplaines and Halsted streets. Take Harrison street or South Halsted street cars. To visit the different "cribs" situated in Lake Michigan, during the summer months, take excursion boats on the lake shore, foot of Van Buren street. The fare for round trip is 25 cents. The area of Chicago is about 181 square miles, the greater part of which is thickly populated, requiring good facilities for an abundant supply of water. This is drawn from Lake Michigan by a number of separate water works, all of which are operated upon the same plan. Owing to the perfectly level plain upon which Chicago is built, there is no natural elevation available for the establishment of reservoirs. The water, when drawn from the lake, is pumped directly into the mains against a stand-pipe head of about 100 feet.

Description of Water Works.—The Water Works System may be intelligently described by confining ourselves to the principal Water Works, or those now in full operation. Two miles from the shore, in the lake, a substantial structure is located, which is popularly styled "the crib," within which is an iron cylinder 9 feet in diameter, extending down 31 feet below the bottom of the lake, and connecting with two distinct tunnels leading to separate pumping works on shore. Water is admitted into the crib from the surface of the lake, its flow being regulated by a gate. The tunnel first constructed is five feet in diameter, and communicates with the pumping works at the foot of Chicago ave., where there are four double and two single engines,



VANDERCOOK-CO.CHI

[Engraved for The Standard Guide Company.]
MASONIC TEMPLE, STATE AND RANDOLPH STS.
[See "Guide."]

which furnishes a daily average of 50,000,000 gallons under a head of 105.7 feet. The second tunnel is seven feet in diameter, and extends under the lake and under the city, a distance of six miles, to the pumping works on the West Side, in which there are four engines whose daily performance is about 61,000,000 gallons under a head of 106 feet. A new central pumping station has recently been built on West Harrison st., between Desplaines and Halsted sts., which is for the present obtaining its supply of water from the seven-foot tunnel just referred to. It is equipped with two triple expansion engines, built by the Edward P. Allis Company, of Milwaukee, each weighing 440 tons, including pumps, and each calculated to deliver 15,000,000 gallons daily against a head of 125 feet, with a steam pressure of 125 pounds. With a view to meeting the requirements in the near future of this rapidly growing city, a new lake tunnel is in course of construction. The in-take to this tunnel will be located four miles from shore, to avoid the pollution of the water supply from the drainage into the lake. The original plans contemplated an eight-foot tunnel, but difficulties were encountered in the nature of the soil which made it necessary to reduce the size, and two six-foot tunnels are now being driven. An intermediate crib has been built, two and one-half miles from shore, to enable the water supply from this source to be made available at an early day. The central pumping station at Harrison st. will eventually draw its supply from this new tunnel, as will another pumping station now in course of erection on Fourteenth st. The latter station will be supplied with four triple expansion engines of the same pattern as those at the Harrison street station.

Cost of Water Works.—The total cost of the works constituting the Chicago Water system is as follows:

Cost up to May 6, 1861, when the works were transferred from Board of Water Commissioners to the Board of Public works	$1,020,160 21

Expenditures since 1861.

Cost of water pipe laid (including labor)	$7,812,132 37
Cost of North pumping works	918,573 14
Cost of West pumping works	896,849 37
Cost of first lake tunnel	464,866 37
Cost of second lake tunnel	415,709 36
Cost of lake crib protection	149,431 63
Cost of new lake tunnel	232,466 19
Cost of land tunnel to West pumping works	542,912 63
Cost of new land tunnel	254,894 38
Cost of lake tunnel crib	70,319 10
Cost of lake shore inlet	42,871 17
Cost of new lake shore inlet	84,474 17
Cost of water works shop	25,551 73
Cost of water works stock	29,318 00
Cost of water reservoir fence	1,702 87
Cost of addition to stable	1,019 48
Cost of real estate for sites of new pumping works	206,972 35
Cost on account of Central pumping works	235,150 11
Cost on account of South Side pumping works	141,743 46
Cost on account of new lake crib	192,262 65
Cost on account of breakwater	28,181 93
Total cost of the entire water works to December 31, 1889	$13,772,562 25
Amounts expended in 1890	1,250,000 00
Total cost to December 31, 1890	$15,022,562 25
Total Cost to Dec. 31, 1891 (estimated)	18,000,000

New Water Tunnels.—The new water tunnels will be completed long before the World's Columbian Exposition is held here. It is expected that the additional water supply will pass through these tunnels and be distributed in the city before the close of 1892.

Source of Water Supply.—The water supply of Chicago and her environs is taken from Lake Michigan, which is a part of the chain of lakes and rivers composing the basin of the St. Lawrence. To form some idea of this inexhaustible and magnificent reservoir of pure water, at the very doors of her people, it is only necessary to give a few pertinent statistics. The chief geographer of the United States geological survey gives the following data: Area of basin of St. Lawrence, 457,000 square miles, of which 330,000 belong to Canada, 127,000 to the United States. Lake Superior—area, 31,200 square miles; length, 412 miles; minimum breadth, 167 miles; maximum depth, 1,008 feet; altitude above sea level, 602 feet. Lake Huron—area, 21,000 square miles; 263 miles long, 101 broad; maximum depth, 702 feet, altitude, 581 feet. Lake St. Clair, 29 miles long; Lake Erie, area, 9,960 square miles; length, 250 miles; maximum breadth, 60 miles; maximum depth, 210 feet; altitude, 573 feet, and above Lake Ontario 326 feet. Lake Ontario—area, 7,240 square miles; length, 190 miles; breadth, 54 miles; maximum depth, 738 feet; altitude, 247 feet. Lake Michigan—area, 22,450 square miles; maximum breadth, 84 miles; length, 345 miles, maximum depth, 870 feet; altitude, 581 feet.

Temperature of Lake Water.—The average temperature of the water in the lake, from observations taken at the crib during the year 1891, was: January, 32.0; February, 32.0; March, 35.4; April, 43.3; May, 51.9, June, 54.9; July, 65.9; August, 60.2; October, 50.6; November, 43.0; December, 37.5.

Water Towers.—For the benefit of those who do not understand the principles of water distribution in a great city, the following explanation is given: A tunnel from the crib in the lake is built on an incline so that the water pours into a well under the water works. In getting there it has been allowed to fall several feet below the level of the lake. When the pumping is light, of course the water rises in the well to the level of its source—the lake—but in Chicago the demand is so strong that the pumps keep the water in the well several feet below that in the lake, raising the water from a distance maybe sixteen feet below lake surface. After the pumps have thus raised the water their work is just begun. They must now force it out the mains and into the houses, just as an ordinary well pump, with the valve in the bottom of the well instead of up near the pump handle, brings the water to the pump spout. The use of the tower is now shown. Take away a section of the masonry and there remains an upright pipe. A description of the West Side water works tower will serve as an illustration. There the stand-pipe is five feet in diameter and about 167 feet high. It is made of plate boiler iron about five-eighths of an inch thick, and looks like an ordinary engine boiler, except in length. When the water passes the valve in the pump it passes through the main pipe close by the base of this tower, or may pass under the tower. An opening allows the water to run out of the pipe into the tower stand-pipe. At the West Side works there are four of these main pipes, all opening into the stand-pipe. Now comes the essential part, which is very simple, when understood. The pumps are started, say at a pressure of forty pounds to the square inch of surface. The water is forced out along the mains, and through the opening into the tower stand-pipe.

That will raise the water about two and one-third feet in the stand-pipe for each pound of pressure, which is about ninety-three feet for the forty pounds. The weight of the water in the pipe represents that power, and stands there as an elastic spring or cushion, rising and falling, equalizing the pressure on the water faucets and pipes. If every one having faucets on the main should close them, the water pumped in the main would have an escape through this pipe, and the result can be imagined—the pipe wouldn't hold it very long if the pumps were not stopped. But there is an indicator, like the hands on the face of a clock, which shows just how much water is being drawn, or how much of the power is used, and the engineer regulates his pumping accordingly. After the above explanation it may be simply stated that the stand-pipe in the water tower furnishes an equalizer, so that when an engine is running at a given rate of speed or pressure, the turning on or off of a few more or less faucets by consumers may not seriously and too suddenly effect the pressure and supply.

Water Supply of the Environs.—The water supply of the southern portion of the territory recently annexed to the city, and known as Hyde Park and Lake districts, is taken through a five-foot tunnel about 5,000 feet long, and is pumped by two 12,000,000-horizontal and one 6,000,000-vertical Gaskill pumping engines, one horizontal 3,000,000 Knowles engine, two 3,000,000 Cope & Maxwell engines and one of Henry R. Worthington's horizontal high-duty pumping engines. This plant is located at the foot of Sixty-eighth street, near the South Shore station of the South Chicago branch of the Illinois Central railroad. The water supply of the northern portion of the annexed territory, known as the Lake View district, is taken through one twenty-four-inch pipe and one eighteen-inch pipe, and is pumped by one horizontal 12,000,000 Gaskill engine, one horizontal 5,000,000 Worthington low-duty engine and a 3,000,000 Vergennes geared engine. A lake tunnel to supply the pumping engines for this district is now in course of construction. It will be six feet in diameter and two miles long.

Suburban Water Supply.—Nearly every suburban town, whether within the corporate limits or outside of them, has its own water works. A great many use the Artesian well system at first, but some, for various reasons, take their supply from the lake, the water of which answers all purposes of a domestic nature. Some of the suburbs have water works of considerable magnitude. Evanston, for instance, has a system and machinery which a city of 50,000 inhabitants might be proud of. [See "Outlying Chicago."]

PART III.

THE ENCYCLOPEDIA.

AMUSEMENTS.

The visitor, whoever he may be or wherever he may come from, will not lack for opportunities of enjoying himself to his heart's content in Chicago, no matter in what direction his taste may happen to lie. It is said by those who have made a study of the matter that there are more places of amusement open in Chicago daily and nightly than in any other city on the globe. In addition to such amusements as may be termed strictly American, we have presented to us here constantly the leading attractions of European cities. Whatever is popular abroad speedily finds its way to Chicago, to be tested here at least. The Chicago theatre-goers are as familiar with the work of the dramatists and actors of Great Britain, France, Germany, Austria, Italy and Russia, as they are with the work of American dramatists and actors, because there is a constant procession of attractions across the Atlantic, and because foreign play-wrights and actors of celebrity find an appreciative public and a golden harvest on this side of the ocean. Chicago during recent years has become a dramatic center of the first rank. Many new plays are produced here every season for the first time. The stamp of Chicago approval usually insures the success of a drama, comedy or burlesque, throughout the country. Architecturally the amusement houses of Chicago are the best in the United States; the interior decorations, the scenery and the stage fittings of our theatres are unsurpassed. Aside from the theatres there are numerous first-class places of amusement, all of which are pointed out under this heading.

Alhambra Theatre.—Located at the corner of State st. and Archer ave.; H. R. Jacobs, manager. Take State st. cable line. This theatre was opened by Miss Emma Juch, the prima donna, in 1890. It is one of the handsomest in the city. The theatre has a grand entrance on State st. and another entrance on Archer ave., both leading inward through a business block to a large court from which a spacious lobby opens into the main foyer. Here a wide staircase leads to the balcony and branches into side flights of steps both at the top and bottom. The auditorium, constructed upon the most approved modern system, is wide but not deep, and has a seating capacity of 2,500 aside from the twelve boxes. The lower floor seats 750, the balcony 550, and the gallery 1,200. The ornamentation of the interior about the boxes, balconies and stage front and ceiling, is Moorish in design, and the colors are salmon and shrimp pink with intermediate shades. One feature of the new playhouse that makes its plan well-nigh a model one is the excellent system of fire-escapes and exits provided. From the various parts of the house are twenty-eight exits, those from the gallery and balcony reaching to iron staircases, spiral and straight, running down the exterior walls. The stage is forty-five feet deep and has an opening of twenty-five feet. There are twenty-four dressing-rooms, besides two large rooms for "supers," a bill-room, and music rooms—all supplied with every convenience and arranged after the most desirable plans.

Auditorium Theatre.—The theatre of the auditorium building is justly entitled to the distinction of being the best equipped for stage purposes, the handsomest in interior decorative work, the most perfect in acoustics and the most convenient and comfortable for audiences in this or any other country. Columns of praise have been written about it. Architects and artists of international fame have lauded its merits and its beauties. Thousands from foreign shores, who have visited it during the various notable performances which have been given within its walls, have been surprised at its size and magnificence, and gave willing testimony to its superiority over their own famous places of amusement. No less remarkable have been the compliments paid by the famous vocalists who have sung on its stage. Patti, whose presence has graced all the great opera-houses of the new and old world, marveled at the ease with which she could sing to the immense audiences which made the opening season so notable. Tamagno, Lehmann, Albani, Reichman, Nordica and others of like fame, were no less complimentary. In short, the opinions of everybody—artist, auditor, lecturer and critical foreigner—have been unanimous in declaring the grand auditorium theatre unsurpassed for all the purposes to which it was dedicated. The great audience room was thrown open to the public on the evening of December 9, 1889. The occasion is not likely to be forgotten by those who were fortunate to secure admission.

The following programme was given:

TRIUMPHAL FANTASIE, - - - - - - - - *Theodore Dubois.*

Composed for this occasion for grand organ and orchestra.

CLARENCE EDDY, Organist.

ADDRESS, - - - HON. DEWITT C. CREGIER, Mayor of Chicago.

ADDRESS, - - - - - - - - - - FERDINAND. W. PECK.

CANTATA, - - - - - - - - *Frederick Grant Gleason.*

Composed for this occasion and sung by a chorus of five
hundred voices under the direction of

WILLIAM L. TOMLINS.

ADDRESS, - - - - - - - - - PRESIDENT HARRISON.

ADDRESS, - - - - - HON. JOHN S. RUNNELLS, of Chicago.

"HOME, SWEET HOME,"

MADAME ADELINA PATTI.

INTERMISSION.

"AMERICA,"

APOLLO CLUB.

CONCERT FANTASIE, OP. 33, - - - - - - *F. De La Tombelle.*

Composed expressly for the dedication of the Auditorium organ.

CLARENCE EDDY.

"THE HEAVENS ARE TELLING," - - - - - - - *Haydn.*

APOLLO CLUB.

ADDRESS (Dedicatory), - HON. JOS. W. FIFER, Governor of Illinois.

"HALLELUJAH,"—Chorus from "The Messiah." - - - *Handel.*

APOLLO CLUB.

The presence of President Harrison gave a national color to the festivities. Patti received a tremendous ovation when she stepped in front, on the arm of Manager Milward Adams, and as the last note of "Home, Sweet Home" wafted through the space the demonstrations were extraordinary When midnight came the vast audience dispersed and the most brilliant scene ever enacted in an American theatre remained fixed forever in their memory. A remarkably prosperous season of Italian opera followed, under the management of Henry E. Abbey, which lasted four weeks. Next to the appearances of Patti was, perhaps, the debut of the renowned Tamagno, the tenor in Verdi's Othello, the first complete performance of which was given in America during this season. A few weeks later the same company returned for a supplementary season of two weeks, and the success of the first series was repeated. The Apollo Club gave its first concert on December 25th. A grand charity ball, attended by the wealth and fashion of the city, was held on the 9th of January, 1890.

The Hebrews followed with a grand ball on 21st of same month. Sarasate and D'Albert, the famous violinist and pianist, appeared on 27th and 29th of January, and again in February. The important engagements following were: The Duff Opera Company, in a series of Gilbert & Sullivan operas; DeWitt Talmage's lecture, April 8th; the "Kirmess," April 17th, 18th, 19th; the German Opera Company, from the Metropolitan Opera House, New York, from February 21st to March 10th; the Apollo Club, May 26th and 27th; the Strauss Orchestral Concerts, June 2d to 6th; "Shenandoah," August 26th to September 6th; return engagement of Duff Opera Company, September 18th to October 4th; Strauss return concert, October 9th to 14th, and a magnificent production of an English pantomime, direct from Drury Lane Theatre, London, entitled "The Babes in the Wood," November 10th to December 20th.

The audience room of the theatre is reached from Congress street near the corner of Wabash avenue. A grand vestibule with ticket offices on the right and left sides leads to a mosaic paved lobby. The low vaulted ceiling, pillared by shapely towers and jetted with electric lights, give it a unique appearance. Several large cloak rooms range along one side, and from the other broad marble stairs, protected by solid bronze balusters, reach to the foyer. This part of the house is of ample dimensions, and richly furnished. Two large retiring rooms for ladies and smokers adjoin on the south end, both decorated and furnished with dainty taste. The house contains 40 boxes, supplied with luxurious chairs and sofas and hung with curtains of delicate tinted plush. There are 4,050 seats, about 1,500 of which are located in the parquet. Above the parquet are the first and second balconies and the gallery. The two latter portions of the house can be closed down for special occasions by iron curtains worked by a windlass and chains—an ingenious arrangement and very useful at times. Over 5,500 incandescent lamps are used in the theatre and stage. The general color treatment of its walls, ceiling and pillars is yellow in various shades. The effect produced when the electric lamps are lit is extraordinarily impressive. The orchestra pit has accommodations for 100 players.

A special feature of the theatre is the great organ located in a compartment behind the north wall. This instrument was dedicated October 29, 1890, in the presence of an audience which filled every seat and occupied much of the standing space in the foyer. The organ is considered to be the most perfect in the world, and in size ranks among the largest. It contains 7,193 pipes and swell, and is divided into seven parts, namely, "Great, Pedal, Swell, Choir, Echo, Solo and Stage." The echo organ is located in the roof over the parquet, and is operated by means of electricity from the keyboard. The stage organ, as its name implies, is utilized for chorus purposes in operas, and for certain stage effect. The instrument, in all its parts, is a model of modern ingenuity, combining all the latest inventions. It is the intention of the management to give recitals from time to time, consisting of popular music, for which popular prices will be charged.

The equipment of the stage is the most complete of any in this or foreign countries. It is modeled after the famous one of Buda Pesth in Hungary, but has the advantage of improvement effected in the past five years—mechanical, electrical and hydraulic. The depth from footlights to the rear wall is sixty-nine feet; the clear width from wall to wall is ninety-eight feet, giving the total available stage room of 6,862 square feet, an extent equal to the demands of the most sumptuous productions.

The floor is entirely level in accordance with the last ideas. From the stage to the cellar floor is a depth of 18 feet, but there is an intermediate floor for working purposes. The rigging loft is 90 feet above the stage floor, the entire framework from top to bottom, including the rigging loft, paint bridges, fly galleries, etc., is of iron and steel. All the pulleys, sheaves and their bearings are of iron, and the cables by which the drops and border light are suspended are of steel, flexible and durable. In the stage floor are four bridges, four traps, four small bridges and three small traps, so disposed that the stage can be formed into any shape required for spectacular purposes. The immense weights of iron and stage floor are lifted and lowered by hydraulic machinery located beneath. The system is most complete, and yet so simple that the mere movement of a lever can control all its parts. The water-power is obtained from an immense tank set in the tower 180 feet above the street, and two force pumps with a capacity of 400 gallons per minute maintain the pressure. A unique feature is the "horizon," a panoramic device moving on a semi-circular iron frame around the three sides of the stage. Its purpose is to do away with the old time "Sky borders" which have long since grown next to useless, though still found in all other theatres of America. This "Horizon" is painted to depict all phases of the sky, clouds and clearness, and the effect of light thrown on it from the sides give all the necessary effect of movement, lightning, sunset, etc. The property room lies above the parquet and is a capacious compartment for the purpose of manufacturing and storing all the manifold furnishings required for every conceivable production. The accessories of the stage are in thorough keeping with its principal features.

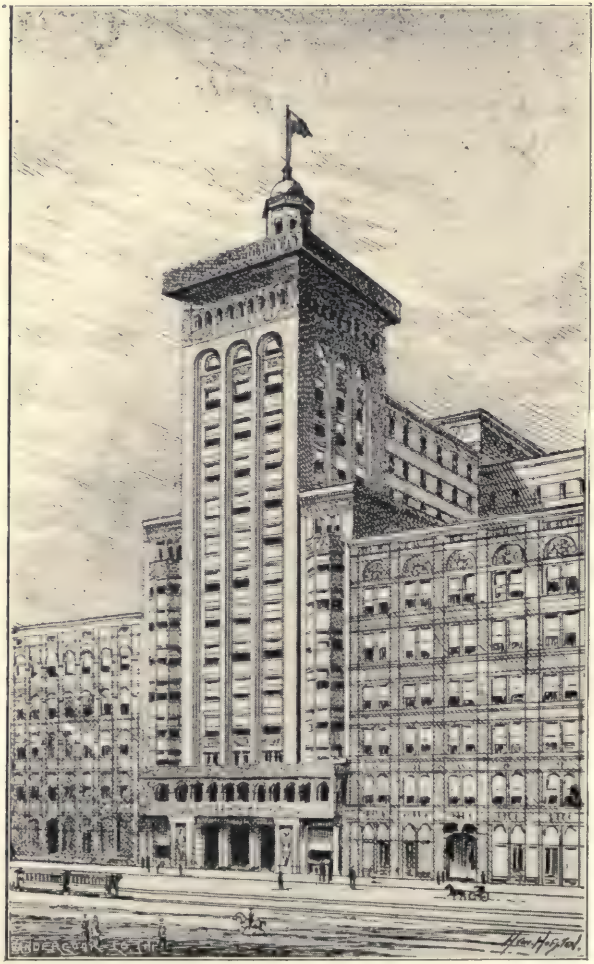
The dressing-rooms are large and splendidly furnished with every necessary convenience for artists. The electric apparatus is a wonder of complexity and ingenuity and the arrangement for the disposal and hanging of scene drops are of the latest and most approved device. To sum up, it may truly be said that the stage marks the beginning of a new era in theatrical productions in this country.

The credit for the conception of this splendid structure is due to Mr. Ferd. W. Peck. It was his unflagging energy, generous and optimistic nature and personal influence that carried the great project to completion. When others saw disaster, he inspired hope. The result has demonstrated his wisdom and foresight. Chicago has amply shown its appreciation of his successful effort and the world at large has looked on and applauded. [See Auditorium.]

Battle of Gettysburg Panorama.—Located at the corner of Wabash ave. and Panorama pl. Take Wabash ave. cable line. This magnificent cyclorama has been one of the leading attractions of Chicago for several years, and hundreds of thousands of people have seen and admired it. The building in which the painting is exhibited is similar to those in the leading continental cities of Europe. Open day and evening. Admission, 50 cents; children, half-price.

Central Music Hall.—The Central Music Hall Block was erected in 1879 by a stock company, its list of stockholders comprising many of the wealthiest and best known citizens of Chicago. Its object was "to promote religious, educational and musical purposes, the culture of the arts, and to provide for public amusements and entertainments." The leader in this then novel enterprise was its first manager, the late George B. Carpenter, whose rare taste and judgment, as well as his experience and success as a manager, well qualified him for the task to which he devoted so much time and thought. The architect chosen to embody these ideas in plans for the building was Mr. D. Adler, senior member of the present firm of Adler & Sullivan, and so admirably adapted was the construction of the building for the purposes of its erection, it immediately became widely known for its high standard of excellence, and has maintained its popular favor. It has a frontage of 125 feet on State street and 150 feet on Randolph street, its central location rendering it easily accessible from all parts of the city. It is built of grey cut stone, has a wide and massive entrance of white marble, is six stories in height, and contains, besides the large auditorium from which the building derives its name, a small recital hall, known as Apollo Hall, twelve stores, seventy offices, and a perfectly appointed photograph studio.

The Apollo Hall, which has for years been the rehearsal home of the Apollo Club, occupies with its parlor and dressing rooms considerable portion of the sixth story, and has recently been remodeled, redecorated and refurnished, making it the most attractive small hall in the city. The arrangements of these rooms renders them very desirable and in demand for select drawing-room entertainments, literary, musical and dramatic. The Central Music Hall has a seating capacity of 2,000, and is the cosiest, most comfortable hall in the country. Much space is given to foyer and aisles, and to ample facilities for entrances and exits. It is tastefully decorated and furnished, and its acoustic properties have been pronounced perfect by the great lyric artists, and the speakers who have, from time to time, appeared upon its stage. The graceful curve of the galleries is a feature of the house, and no seat is undesirable by reason of its imperfect view of the stage, or dis-



[Engraved for The Standard Guide Company.]

THE GERMANIA THEATRE, RANDOLPH NEAR CLARK ST.

[See "Amusements."]

tance from it. As originally intended, the hall is occupied on Sunday mornings by the Central Church congregation, presided over by Prof. Swing, and for the purpose of religious services there is provided a magnificent organ, built expressly for the hall by the well known organ builders, Wm. A. Johnson & Son

The commercial part of the building is always rented to its full capacity to a high class of tenants, and yields a handsome revenue to the stockholders. The present officers of the company are Mr. John M. Clark, president; Mr. Martin A. Ryerson, vice-president, and Miss Emma S. Blood, secretary and business manager. The Board of Directors includes N. K. Fairbank, Martin A. Ryerson, R. T. Crane, J. Russell Jones, H. M. Singer, John M. Clark, D. Adler, Eugene Cary, and Henry Dibblee.

Chicago Opera House.—Located in the Chicago Opera House building, a magnificent structure, southwest corner of Clark and Washington streets, opposite the Court-house; close to the principal hotels and convenient to railroad depots and street car terminals. J. W. Norton & Co., proprietors; David Henderson, manager. The theatre was built for Mr. Henderson, and arranged with the idea in mind of the subsequent production upon a basis never before seen in this country of spectacular extravaganza. For five years Mr. Henderson has each season given to Chicago a production of musical burlesque, on a scale beside which everything else in that line ever attempted in America shrinks to pigmy proportions. The first was the "Arabian Nights;" the second the unparalleled "Crystal Slipper;" the third a gorgeously environed version of "Bluebeard Junior;" the fourth, a reproduction of the "Slipper," with added novelties and beauties; and fifth and last, the success of all successes, "Sinbad." For the summer of 1892 Mr. Henderson has been making more elaborate preparations than ever before, and work is very well along upon a stupendous production, which will eclipse in beauty even the dazzling successes which have made the Chicago Opera House and the American Extravaganza Company world famous. About twenty-six weeks of the season are usually devoted at the Opera House to musical extravaganza of Mr. Henderson's own production, and during the remaining twenty-six the highest class combinations and the greatest stars in the realms of tragedy, comedy, the drama and opera are to be seen and heard at the Chicago Opera House. The Opera House is essentially the representative theatre of Chicago, and a visitor there is always assured of high class entertainment. The prices range from fifty cents to one dollar and a half, according to location, and the boxes are ten, twelve and fourteen dollars on the lower floor, and eight and ten dollars in the upper tier. The theatre has a seating capacity of about 2,300. The proscenium opening is thirty-six feet wide, and the height from stage to "gridiron" is seventy feet, making it one of the finest stages in the country for plays requiring machinery to produce spectacular effects. The main floor of the auditorium is constructed of fire-brick or tiling, supported upon arches covered with a solid bed of cement; all the galleries and boxes are constructed of iron and steel, and there is scarcely a piece of wood to be found in the entire interior. The dressing rooms are below, and are large and comfortable. There are fourteen exits distributed over the house. The house is illuminated by electricity exclusively. Admission prices, 50c., 75c., $1.00 and $1.50, according to location. Boxes, $10, $12 and $15.

Columbia Theatre.—Located at the south side of Monroe, between Clark and Dearborn sts., close to all the leading hotels and convenient to railroad depots and street car terminals. Proprietors, Al. Hayman and Will J. Davis; acting manager, Alf. Hayman. This theatre is the predecessor of "Haverly's" successor of the "Adelphi," which occupied the old post-office building on Monroe and Dearborn sts., the present site of the First National bank building. Haverly opened the new theatre, giving it his name, on September 12, 1882, with Robson and Crane in "Twelfth Night." Business reverses having compelled Haverly to retire from the management, a new company was formed, and the theatre was re-christened the "Columbia," by Miss Ellen Terry, during an engagement of Henry Irving, in 1885. Since then various managements have had the house in charge, but all have failed, with the exception of the present one, to secure for it a sufficiently steady patronage to make the theatre a profitable one. Since Messrs. Hayman and Davis secured a lease, however, the Columbia has grown in popularity, and the patronage of the theatre now is equal to that of any in the city. The very best attractions are to be found here, and the scenic and other stage appointments are always commensurate to the high character of the productions. The interior of the Columbia is beautiful, the decorations being at once rich and pleasing. The house is practically fire-proof, but numerous exits are provided so that the theatre may be emptied in a few minutes in case of a panic arising from any cause. The house is illuminated by electricity. Dimensions: The building is 70 by 190 feet, six stories in height; stage 70 by 54 feet; proscenium opening 34 feet wide; seating capacity, 2,400. The house is lit by electricity. Admission, 25 cts., 50 cts., 75 cts., $1.00 and $1.50, according to location. Boxes, $10, $12 and $15.

Casino.—Located on Wabash avenue, near Adams street. This is conducted after the manner of the Berlin Panopticon, and is principally an exhibition of wax works. Delightful place to spend an hour. There is a stage performance every afternoon and evening. Lyman B. Glover, business manager. Admission to all parts of the house, 25 and 50 cents; children, 25 cents.

Chickering Music Hall.—Formerly Weber Music Hall. Located on Wabash avenue and Adams street. Chickering, Chase Bros. Co., managers. Seating capacity, 400; stage, 28x20; no scenery. Frequent high-class concerts are given during the season.

Criterion Theatre.—Located on Sedgwick and Division streets, North Side, C. S. Engle, lessee; Alf. Johnson, business manager. Seating capacity, 1,800. Conducted as a theatre of the light comedy and burlesque character. Has a large neighborhood patronage.

Epstean's New Dime Museum.—Located on the north side of Randolph st., near Clark st. Louis Epstean, proprietor. A first-class museum of the kind, containing numerous curiosities, novelties in the way of human and animal natural freaks, wax works, electric contrivances, etc. Very amusing to children. Admission 10 cents.

Freiberg's Opera House.—Located at 180 and 182 Twenty-second street, between State street and Wabash avenue. Not regularly open.

has achieved a phenomenal popularity for "The Haymarket." The theatre is constantly presenting attractions of a meritorious and a high order. Admission, 15, 25, 50, 75 cents and $1; Davis' Turkish chairs, $1.50; boxes, $5 to $10.

Hooley's Theatre.—Located on the north side of Randolph, between LaSalle and Clark streets, opposite the Court House; close to the leading hotels and convenient to railroad depots and street car terminals. Richard M. Hooley, proprietor; Harry Powers, business manager. Hooley's, before the great fire of 1871, occupied the present site of the Grand Opera House. Originally it was "Bryan's Hall," built in 1860, and opened by the Hans Balatka Orchestra. In the fall of 1870 the theatre passed into the hands of R. M. Hooley. It was opened January 2, 1871, by this veteran manager, with "Hooley's Minstrels" as the attraction. Negro minstrelsy was then in its glory, and Hooley's was one of the best troupes in existence at the time. Giacometti's tragedy was on the bill as the attraction for the week beginning October 9, 1871, but before the sun had arisen on the morning of that day Hooley's theatre was a blackened ruin in the midst of a wilderness of ruins. On October 17, 1872, the present theatre was opened by the Abbott-Kiralfy Company in the "Black Crook." Once, for only a brief period, however, Mr. Hooley's name disappeared from connection with this theatre. The ephemeral Haverly secured a lease of it in some manner for one season, and gave it his name, as he did to everything he touched. Mr. Hooley, upon regaining possession, remodeled and refitted the theatre, and twice since that time it has undergone almost a complete transformation. It is generally known as "Hooley's Parlor Home of Comedy," and the title conveys a proper idea of the popular family resort. The seating capacity of the theatre is 1,506; the stage is 42x62; proscenium opening, 33x34; height to "gridiron," 62 feet. The theatre is also supplied with the latest patent smoke and fire escape and ventilator. The auditorium is furnished with "Hooley's Opera Chair," and lighted throughout by the latest incandescent electric system. Hooley's theatre has the reputation among theatrical managers as being the most successful and popular in the United States. The gross receipts for the season of 1890–91 amounted to $346,858 for a period of 52 weeks. The average weekly receipts for the regular theatre term—September 1 to June 30 of the same season—exceeded $7,000. Hooley's theatre has been selected by Mr. Augustin Daly, Mr. Daniel Frohman and Mr. A. M. Palmer for the engagements each year of their celebrated companies; also by Mr. and Mrs. Kendal, Mr. E. S. Willard, and the great French comedian, M. Coquelin.

H. R. Jacobs' Academy.—Located on the west side of South Halsted, near West Madison street. Take Madison street cable line. H. R. Jacobs, manager. This place of amusement was first popularized under the management of the late William Emmett, who dragged it out of obscurity, almost, and made it one of the most profitable theatrical houses in Chicago. It was then known simply as the Academy of Music. Upon Emmett's retirement it fell into the hands of Daniel Shelby, and was known as "Shelby's Academy of Music." Outside ventures, as in Emmett's case, compelled Shelby to retire, and Mr. Jacobs secured the management. It is conducted as a comedy and high-class vaudeville theatre. The interior is one of the finest in the city, the furnishings being beautiful. It was twice destroyed by fire, and twice completely remodeled. The theatre seats 1,800.

H. R. Jacobs' Clark Street Theatre.—Located on the east side of North Clark st., near the bridge. Formerly McCormick's hall, later the Casino. Has been remodeled and refitted in a first-class manner. H. R. Jacobs, lessee; Joseph A. Chenet, manager. A popular light comedy and vaudeville theatre.

Standard Theatre.—Located at the corner of Halsted and Jackson streets, West Side. Take South Halsted or Van Buren street cars. Jacob Litt, lessee and manager. Seating capacity, 2,200; stage, 60x40 feet; proscenium opening, 32 feet; height to "gridiron," 20 feet. The theatre was erected in 1883. Light comedy and burlesque are produced here generally. Admission from 10 cents to $1, according to location of seats.

Kohl & Middleton's South Side Museum.—Located at 146, 148, 150 and 152 South Clark st., near Madison. Kohl & Middleton, proprietors. This is what is popularly known as a dime museum. Stage performances are given almost hourly through the day. A visit to the place will reveal a curious collection of freaks, etc. Admission, 10 cents.

Kohl & Middleton's West Side Museum.—Located on W. Madison street, opposite Union street, West Side. Conducted on the same general plan as South Side museum of the same name. Open day and evening. Admission, 10 cents.

Libby Prison Museum.—Located on Wabash avenue, between Fourteenth and Sixteenth streets. One of the principal permanent attractions of the city. The original Libby prison (transported from Richmond, Va., and put up, brick after brick, just as it stood during the War of the Rebellion, when used as a prison for Union soldiers) is enclosed within massive walls, built after the manner of the middle ages (see illustration). Among the attractions offered in Libby Prison are the following: Portraits in oil of all the leading Northern and Southern generals and statesmen; all kinds of firearms used in America, from colonial times to the present period; the finest collection of shot and shell used in American warfare; the original first dispatches of war from Generals McClellan, Grant, Hooker, Sherman, etc.; the original acceptance of the command of the Confederate Army by Generals Lee and Stonewall Jackson; original portraits of Abraham Lincoln and Mrs. Lincoln, with relics and mementos; the stove, goose and shears used by Andrew Johnson when working as a tailor in Tennessee; the original will made by John Brown an hour before his execution; the very rare curiosity of two bullets that met in mid-air in battle at Petersburgh; the finest collection of historic chairs in America; the original photographs of scenes in Sherman's March from Atlanta to the Sea; the original commission of Jeff. Davis to Congress in 1845; also his commission in the war with Mexico; the wheel of Commodore Perry's flag-ship, "Powhatan," that opened the ports of Japan to the world; the original Arctic clothing used in the Greely relief expedition. Admission, 50 cents; children, half-price; open day and evening.

Lyceum Theatre.—Located on Desplaines st., between Madison and Washington sts. T. L. Grenier, proprietor. A variety theatre.

Madison Street Theatre.—Located on the north side of Madison street, opposite McVicker's theatre. S. G. Jack, manager. Seating capacity, 1,400; stage, 22x68; proscenium opening, 37; height to gridiron, 13; to loft, 19. Open the year around; two performances daily.

McVicker's Theatre.—Madison street, between State and Dearborn streets. The McVicker Theatre Co., proprietor; J. H. McVicker, president and manager; L. L. Sharpe, assistant manager and secretary; H. G. Sommers, treasurer. McVicker's theatre is considered the handsomest and most complete theatre in the United States. It was originally opened November 5, 1857, Mr. J. H. McVicker taking the part of "Cousin Joe" in the initial performance. The theatre was rebuilt in 1871 and opened in August, only to be burned to the ground by that memorable conflagration of October 5, 1871. Nothing daunted, Mr. McVicker again reconstructed his theatre, and it was open for the third time August 15, 1872. Mr. McVicker, always looking to advance the interest of his art, and having the welfare and the comfort of the theatre-going public at heart, entirely remodeled the theatre, putting in all the modern conveniences and improvements; and on July 1, 1885, the fourth new McVicker theatre was thrown open to the public, and they united with the press in proclaiming it the handsomest and safest theatre building in the United States. It is open on all sides. It has twenty-one exits. It has more aisles than any other theatre, and each leads to a door. It is simply a model theatre. On the morning of August 26, 1890, it was destroyed by fire. Mr. McVicker was away from the city at the time, but immediately on his return preparations were commenced for rebuilding, and on March 30, 1891, the handsomest theatre in the United States was opened for inspection. There are two historic features in the theatre which alone are worth the price of admission. They are bas reliefs, one representing the "Massacre of Fort Dearborn;" the other, "La Salle Discovery of Illinois." These were furnished by Johannes Gelert, the sculptor, and are considered among his best works. McVicker Theatre is now in its thirty-fifth year, and is probably the widest known playhouse in America. It always has the best class of entertainments, and one will surely find amusement there.

New Windsor Theatre.—Located at North Clark and Division streets. Take North Clark street cable line. M. B. Leavitt, proprietor; Ben Leavitt, manager. Seating capacity, two thousand. Stage, 49x70 feet; proscenium opening, forty-three feet; height to gridiron, twenty two feet; the loft, 65 feet. This is a beautiful little theatre, is conducted in a first-class manner and is very popular with North Side residents.

Park Theatre.—Located on State, between Congress and Harrison sts. J. D. Long, proprietor and manager. This is a strictly variety theatre. Seating capacity, 1,500; stage, 35 by 40.

Peoples Theatre.—Located on the east side of State street on Congress and Harrison streets. Jo. Baylies, lessee and manager. Conducted as a combination theatre.

Timmerman Opera House.—Located at the corner of Sixty-third street and Stewart ave. Take train at Van Buren st. depot, Van Buren and Sherman sts., or State st. cable line to Englewood. H. B. Thearle, manager; Harry M. Heneford, acting manager. The building in which the theatre is located is the most imposing one in Englewood. It is named after its projector, Ben Timmerman, and its cost was $100,000. The building is finished in red brick, terra cotta and stone trimmings, and is exceedingly pleasing in architectural design. There are large bay windows on the Sixty-third street front and handsome iron balconies on the Stewart avenue side. The auditorium is on the ground floor, and in beauty and richness of furnishings and decorations is equal to any theatre in the city. Silk, velvet and plush draperies in harmonious shades add to the elegance of the luxurious interior. The aisles are wide and the seat rows are arranged with sufficient width between to insure the comfort of auditors. Twelve hundred persons may find seats—the first floor and balcony being provided with opera chairs—and several hundred others may see the stage from "standing room," should they so elect. The house is lighted by incandescent electric lights and is heated by steam, a late device in ventilation being employed. The precautions against danger from fire are most complete. The theatre is open on four sides, and in addition to this there are seven exits from the main floor, six from the balcony and three from the gallery. It is calculated that when the house is crowded the audience may disperse in one and one-half minutes. The stage is forty-nine feet wide and thirty-four feet deep, while the height to the rigging loft is ninety feet. A complete and modern stage equipment has been given the stage, and the most pretentious productions may be perfectly presented on its boards. The drop curtain, the work of a local artist, presents a handsome marine view.

Waverly Theatre.—Located on W. Madison street, between Throop and Loomis streets, West Side. Take W. Madison street cable. Seating capacity, 1,400; stage, 40x60. A comedy and vaudeville theatre.

Other Places of Amusement.—In addition to the places mentioned above, there are innumerable concerts, lectures, etc., in the various halls of the city, nightly. There are also winter and summer permanent circuses, mechanical riding schools, "merry-go-'rounds," picture galleries, etc., open daily and evening. There are also club balls, mask balls and numerous entertainments advertised in the daily papers. See daily papers, also, for excursions by land and water. Concert Halls of varying degrees of respectability are open in all parts of the city; but the visitor will have to be guided by his own discretion regarding these and other places of amusement not mentioned above.

ARCHITECTURE.

The traveled stranger, to whom the great cities of the world are familiar, however he may become impressed with the manners and customs of our people, or with their methods of doing business, and however loath he may be to admit the justice of our claims to pre-eminence in other respects, must acknowledge that this is the best built city in the universe to-day. For nearly twenty years, or since the great fire of 1871 swept over the business center of the city, and laid it in ruins, architecture in Chicago has been steadily marching forward, until we are enabled in 1891 to point out some of the grandest achievements of the art to be found on the face of the earth.

Character of Chicago Buildings.—The character of the great buildings erected during recent years in Chicago demonstrates that architects have risen to the plane of the highest constructive knowledge in structures. It is not enough to use a material guaranteed by the maker, but Chicago's architects themselves now employ engineers for the special purpose of examining and testing each and every piece and passing their individual opinion upon it in a written report, and only such as is accepted by these engineers is used in the buildings. So essential and necessary is this department of architectural engineering considered, that specialists are sent to the mills which furnish the iron and steel structural shapes and beams for buildings, and the metal is not only tested in the ingot, but the strength of resistance is ascertained for every finished beam. The result of all this gives to Chicago buildings which are not only theoretically safe, but known to absolute certainty to be safe down to the last cubic foot of masonry and the last cubic inch of steel. In this respect Chicago is unique, and it is a common remark in Eastern and foreign cities, among those actively engaged in building, that Chicago to-day erects the best-built structures ever known, and with the notable distinction that she does it with the closest economy in material and time. That is to say, that it is a fact that in Chicago buildings the quality is better, the distribution of material is more skillful and the buildings are naturally more reliable. The buildings have all been constructed fire-proof to a degree surpassing those erected under old methods. Not only are steel and iron used for supports for girders and for joists, but they are covered with fire clay, which is so disposed that air chambers are left next to the iron or steel in every case, making it impossible for the metal to be overheated, even by the hottest fires.

Method of Construction.—While many of the largest and handsomest of Chicago's buildings are built solidly of stone, a new system has found much favor here, and is being generally followed now in the construction of the mammoth buildings known as "Sky Scrapers," which has given Chicago a new celebrity. This is known as the steel-frame system, the structure proper being erected from the foundation entirely independent of the walls, which consist of a mask of terra cotta or other material not intended to serve as a support for the edifice in any way. The floors consist of steel beams with arched terra cotta tile-work filled in between them, and covered either with the usual floor boards, or with ornamental tiles, or mosaic work. The partitions are built of hollow terra cotta tiles. As little wood as possible is used, so that these tall structures are as nearly fire-proof as they can be made. Owing to the character of the ground on which Chicago is built, the construction of the foundations of large buildings is a much more serious problem than in most large cities. Water is encountered at a very slight depth below the surface of the ground. Piling was at first used, but experience demonstrated that it did not form a satisfactory foundation. The method now employed is the formation of a solid substructure of steel beams or rails and concrete. The steel pieces laid crosswise are of a length proportioned to the weight they will have to sustain, and are imbedded in concrete. Other beams or rails are then laid lengthwise, with concrete filled in, and thus several layers are placed in position until the foundation is completed. Hundreds of tons of steel may thus be imbedded in Chicago earth before the walls of a building are on a level with the surface.

Office Buildings.—Fifteen years ago there was no such thing as an office building known in Chicago. The Howland Block, on the southwest corner of Dearborn and Monroe streets; the Kentucky Block, on the northeast corner of Clark and Adams streets, and the Ashland Block, on the northeast corner of Clark and Randolph streets came nearer the requirements of office buildings than any in the city. Strictly, they were what insurance men would have denominated omnibus blocks. To-day the office buildings of Chicago rise up in every direction. They do more than rise up. They tower, and some of them seem to soar. And they are what their names indicate—office buildings. The stranger in his travels about down-town is impressed with the idea that the business of Chicago is done in offices. Think of only a few of these office structures: The new Chamber of Commerce Building has 500 offices in its thirteen stories. Temple Court, at the corner of Quincy and Dearborn streets, has 400 offices beneath its roof. The Monon, two blocks south, has 300 rooms in its thirteen stories. The Manhattan, an exclusive office structure building, opposite the Monon, is sixteen stories high and contains 700 offices. The Rookery, with over 600 rooms, is a wilderness of offices, one great pile of marble, and iron, and glass, and tiling. The Home Insurance Company Building, which, when completed a few years ago, was looked upon as the ultima thule in office buildings, has had its dizzy heights capped by two additional stories, so that the occupants of the top floor look down upon those of the top floor of the Rookery. The Tacoma, that graceful structure on the northeast corner of Madison and LaSalle streets, has 500 abodes on its many floors. Maller's building, on the southwest corner of LaSalle and Quincy streets; the Gaff and Counselman Buildings, and the Royal Insurance Company's building adjoining, contain 100 and 200 and 300 and 400 offices. "Brother Jonathan" Building, on Sherman and Jackson streets; the Rialto, which gives the Board of Trade a Venetian atmosphere, and the Insurance Exchange, opposite the Rookery, are colonies within themselves.

Some Notable Examples.—At the proper time and in the proper place many of the great structures of Chicago will be pointed out to the visitor and described. Some of the great architectural monuments that shall demand attention here are, the Board of Trade, the "Rookery," the Phœnix building, the Counselman building, the Gaff building, the Insurance Exchange building, the Home Insurance building, the Calumet building, the Tacoma building, the Chamber of Commerce bldg., the Manhattan bldg., the Temple, the Ashland bldg., the new German Theatre, and the City Hall and Court House ; all of which may be seen in a walk down La Salle street, from Randolph to Jackson street. Marshall Field & Co.'s retail store, the Palmer House and the Leiter building, on State street. The Auditorium, Studebaker, Art Institute and Pullman buildings, on Michigan avenue. The immense structures that are now rising, and have arisen like giants on South Dearborn street during the past two years; the Rialto and surrounding structures on Van Buren street ; the Royal Insurance building on Jackson street; the Rand & McNally, and the Marshall Field & Co.'s building on Adams street ; the Grand Central railroad depot on Fifth ave.; the *Herald* building on Washington street, and the First Regiment Armory on Michigan boulevard. Besides these, the great Masonic Temple, the Temperance Temple, and a score of other magnificent structures, now in course of erection, will add to the amazement of the foreign or the American visitor, who has been taught to look upon Chicago as a clumsily-built Western town.

Steel Construction.—Chicago is rapidly becoming a city of steel from the enormous quantity of that material used in the great down-town buildings. This extensive use of rolled steel for the skeletons of massive sky scrapers has not only revolutionized the style of building, but it has as well created a new industry. The Chicago Opera House was the first fire proof building in the city in which this radical departure in building rules was made. The floor beams were those first used of steel. The columns were of cast iron. Then followed the Rookery, Counselman, Gaff and Board of Trade buildings, all with steel beams and cast iron columns. But steel is gradually replacing cast-iron for columns. The Rand-McNally building was the first in which steel was used exclusively. But the Monadnock, Pontiac, Caxton, Kearsage, Northern Hotel, Masonic and Temperance Temples, the new Athletic Club building, the Ashland building, the Cook County Abstract building and the Fair building, are all steel structures. The steel used besides the beams and columns is found in the framesof bay windows, roof work, supports for roofs—in fact, everything that assists in holding the weight of the building. The foundations also are of steel.

Where the Steel Comes From.—This steel comes from various points. Almost all the heavy steel rails used in foundations are made by the Illinois Steel Company here in Chicago. These are the regular rails in use on railways. Rails are made to weigh from sixty to eighty pounds to the yard in length. The seventy-five pound rails are the ones used in foundations. Those foundations are laid deep of tiers of rails crossed, and are extended always into the street or alley beyond the building line, the distance varying according to the height and weight of the building. To illustrate: Under the Fair building foundation rails reach out twelve feet under the street and nine feet under the alley.

Of the steel beams 90 per cent. comes from Pittsburgh, from the mills of Carnegie, Phipps & Co. and Jones & Laughlin. A heavy trade in beams is also done in Pottsville, Pa.; Trenton, N. J.; and Phœnixville, Pa. Certain sizes of steel beams are made by the Illinois Steel Company.

Cost of Steel Building.—Steel columns and beams are worth $75 a ton delivered in Chicago. The combination price of steel beams is $3.20 a hundred pounds, without any fittings, Chicago delivery. Small materials in steel for such as windows and roof work cost from 3 to 5 cents a pound. The price on steel varies but little, as the mills have an agreement and there are but trifling deviations. As to relative cost of a steel-ribbed building to day and one of the best styled structures, say, ten years ago, the modern one is the more expensive, for labor is costlier now than then. What really gave birth to this steel style of construction was the fact that none of the down-town Chicagoans wanted to leave the center of the city. Land and space grew more valuable and taller buildings became a necessity. The principal advantage of steel ones and the old style of construction is that the building can be made higher with safety. This style is lighter and stronger than the old method, too.

Steel is succeeding cast iron. This is largely due to the fact that there is no practicable way of testing cast iron, while there is of steel. None of the manufacturers have ever made a machine to test cast iron. Cast iron columns are cast hollow while lying horizontally. The metal which is poured in, by running round the core to the bottom first, may press the core upward, so that on cooling the upper side of the column may be thinner than the under side. Again, there may be air bubbles form between two currents of molten metal. What inspection is made is to look for those two defects. One method to determine the thickness is to bore small holes through the column, but there is absolutely no way to discover those air bubbles. The only other test is to set the column on end and bring an enormous hydraulic pressure to bear on it. Cast iron columns are fastened together in the building by bolts screwed on, while steel columns are riveted together in the building with redhot rivets. This makes the structure more solid.

TESTING STEEL COLUMNS.—The manner of testing steel is thorough. The steel used is the Bessemer, and is rolled between wheels under a tremendous pressure. Air bubbles are pressed out. The columns are not round. They are made in plate form and riveted. They can be seen on all sides so as to determine their thickness. The inspection is elaborate. The inspectors take a quantity of ore out of each "blow" and test it as to the quality of the steel it will make. If it is not up to the requirements builders take no steel made from that "blow." It is inspected and tested again when the steel is made and again while it is being put together, and if found defective at any point it is not used. Again, every piece of structural steel is numbered; not only that, but the ore is designated that shall go into a certain piece of steel. So thorough is this followed in detail and recorded that a builder by referring to his office record can trace back the course of any piece of steel in a building through the three stages of inspection, back to its original ore shape. In case of an accident he could thus locate the responsibility.

INSPECTION OF STEEL.—One of those inspections tests the breaking power of the steel, and builders load a building above one-fifth of that breaking power. In calculating so as to insure safety, they figure first on the straight downward pressure, then on the resistance of the wind. Besides this, on the tops of all these big office buildings are great water tanks to furnish water to run elevators and for the bowls, as the city water pressure does not drive water to the top of sky-scrapers. Those full tanks are of tremendous weight. There must be extra support for their weight. Then the strain on an elevator is enormous at times. If filled with people, it is going down rapidly and suddenly stops, the columns supporting that elevator must be extra strong or something will break. There are dozens of things that must be allowed for. It's a trade, a profession by itself, and there's plenty of room for thinking in it. Every precaution is taken to guard against accident and to assure safety; that is to say, among those architects and builders of the city who have devoted great time to this class of structures and whose names are identified in the public mind with this Chicago style of architecture.

ART.

There are estimated to be in Chicago at least five hundred artists, who are engaged exclusively in their calling, and who find a ready market for their work, if it is meritorious in character. There are here a large number of gentleman of wealth who have devoted themselves for years past to fostering the development of art in Chicago, and who have contributed largely toward popularizing art exhibitions and art studies. During the past few years great progress has been made in the direction of building of private galleries, and the walls of many of the residences of the city are now ornamented with some of the choicest productions of the studios of Europe and America.

Permanent Art Building.—Now in course of construction, on the Lake Front, site of the old Inter-State Expositon building, main entrance to face Adams st. Within easy walking distance of all railroad depots, street car terminals, hotels, etc., in the heart of the business center. This magnificent structure takes the place of the present Art Institute, Michigan ave. and Van Buren st., which passes into the possesion of the Chicago Club. The design of the new institute was prepared by Architects Shepley, Rutan and Coolidge, and was subjected to changes at the hands of the Committee on Buildings. The structure has a frontage of 320 feet on Michigan ave.; the main depth is 175 feet, with projections making an arc 208 feet in depth. The plan is that of a parallelogram. It consists of two galleries, the first being devoted to plaster casts, sculptures, busts, models, etc.; the second to pictures, being lighted by sky-lights from above. The main galleries are twenty-seven feet wide and the second galleries twelve feet wide. The main staircase is directly in front as the visitor enters. On one side is a lecture room capable of seating 1,000 people, and on the other a library in which is kept the reference books pertaining to art. The plan of the picture galleries is similar to that of the statuary halls below, except that most of the rooms are lighted by skylights. The whole building is constructed of Bedford limestone, with a base of granite extending to the water-table. The lower portion is rusticated as far as the top of the first floor. Above this is a plain band of chiseled stone, and surmounting this is panels filled with statuary. Surmounting this is an entablature and cornice richly decorated, the effect of which is highly increased by the plain surface below. The idea of the exterior is to the main masses plain and simple, grouping the richness in certain places which are important in the design of the building. The roof is of copper and glass and presents an ornate and artistic appearance. The entrance hall is marble, and the principal feature is the grand staircase, which is in a case fifty feet square. This is lighted by a large skylight overhead, and an arcade is formed by arches on all four sides. The marble work of the staircase is white, and the decoration is in keeping with it. The vestibule is in marble and mosaic, and beyond this is the entrance hall, which is in marble, with mosaic floors and ceiling. The galleries lead out from this from either side, and are entered through arched openings. The plans provided for the use of hollow brick inner walls overlaid with one and one-half inch planks, covered with canvas, which allows heavy pictures to be screwed to the walls where most convenient. The building is lighted by electricity, and all modern improvements are used. It has been decided by the Art Institute Trustees not to build the grand staircase and central wing until after the close of the Fair. The present staircase is a double one, eight feet wide, and will furnish ample room. The building stands as far back from the Michigan avenue sidewalk as it can be placed, and furnish room for a roadway between it and the Illinois Central tracks. The entrance to the vestibule is through three arched openings. The funds for the construction of the Art Palace were derived from three sources. The Art Institute, by the sale of its old building to the Chicago Club, realized $275,000, the World's Fair Directory contributed $200,000, and Charles L. Hutchinson, President of the Art Institute, raised by private subscription $55,000. This makes a total of $530,000; but an additional $70,000 was raised, so that the total cost amounted to $600,000.

Art Institute of Chicago, Art Museum.—Located in the Art Institute building, Michigan avenue and Van Buren street; incorporated May 24, 1879. Officers—Charles L. Hutchinson, president; James H. Dole, vice president;

Lyman J. Gage, treasurer, N. H. Carpenter, secretary. W. M. R. French, director. Executive Committee—Charles L. Hutchinson, A. A. Sprague, James H. Dole, Charles D. Hamill, John C. Black, William T. Baker. Trustees, 1890–91—Charles L. Hutchinson, Samuel M. Nickerson, David W. Irwin, Martin A. Ryerson, William T. Baker, Eliphalet W. Blatchford, Nathaniel K. Fairbank, James H. Dole, Albert A. Sprague, John C. Black, Adolphus C. Bartlett, J. J. Glessner, Charles D. Hamill, Edson Keith, Levi Z. Leiter, Wirt D. Walker, Homer N. Hibbard, Marshall Field, George N. Culver, P. C. Handford.

The Art Institute building [see illustration] has been pronounced by critics the finest specimen of modern architecture in Chicago. It is built of brown stone; has a beautiful facade, is splendidly located, lighted perfectly, and, although not as massive in construction as some of its neighbors, is one of the attractive edifices of the Lake Front. The Art Institute owes its origin and prosperity to the disinterested and energetic services of a few Chicago gentlemen, who have expended upon it not only a great deal of their private means, but much of their time during the past ten years. During 1889 a very handsome addition was made to the building, which led to some very desirable changes in the interior arrangement. The portion of the Art Institute formerly occupied by sky-lighted picture galleries, was carried up three floors, thus raising all the galleries to the fourth floor, and two floors of the same area as the former picture gallaries were added for exhibition or other uses. These gallaries are six in number, of which five occupy a space of 170 by 27 feet; and the other a space of 40 by 50 feet. They accommodate about 550 pictures when closely hung, and the light and appointments are in every way excellent. The Cast collection occupies the whole of the main floor and one large room upon the second floor. The Library is accommodated in a commodious room. The collection of Greek vases and antiquities occupies one room and the metal collection and bronzes another. A space on the third floor has been arranged for a lecture room. The building is provided with two passenger elevators. The following societies are tenants of the building: The Chicago Literary Club, The Fortnightly Club, The Chicago Women's Club, The Chicago Society of Decorative Art, The Kindergarten Training School.

There are now in the Art Institute thirteen pictures from the collection of Prince Demidoff, together with one by Holbein from the May collection in Paris, which constitute a group of Old Dutch Masters of such value and interest as perhaps has never before crossed the ocean. They are a part of the permanent collection of the Art Institute, the purchasers relying on the generosity of the friends of the Art Institute to pay for them and present them to the museum. Some have already been so presented. Several of these pictures, such as the examples of Hobbema and Van Ostade are among the most important known works of the Masters, and all are important pictures in perfect preservation. The Masters represented are Hobbema, Van Ostade, Rembrandt, Franz Hals, Ruysdael, Van Mieris, Holbein, Teniers, Van Dyck, Rubens, Jan Steen, Adr. Van de Velde, Terburg and Zeeman. The presence of this group of pictures is sufficient to give our collection good standing among American museums, and their acquisition is the most important step of the year.

As an evidence of the popularity of the Art Institute among the people, the following facts are given: During the year 1889–90 the building was closed half the time on account of building operations. The aggregate attendance of visitors to the museum during the six months was 66,927, and the admission fees and catalogue sales amounted to $1.942.15; number of visitors paid admission fees, 5,344; number on free days, 45,915; number admitted free on membership tickets, other days, 12,667; number of visitors, students, artists; etc., admitted free, on other days (estimated) 3,000; total admission, 66,926; average number of visitors on Saturdays, free all day, 669; average number of visitors on Sundays, open 1 to 5, free, 855. The income from all sources for the year was $44,624.71; current expenses, $43,850.60; cash donations, $25,685.03. The whole income from all sources (aside from sums which merely passed through the treasury) was $70,309.74. The original cost of the land, with the building upon it, was $61,000; the amount expended by the Art Institute in building since that time has aggregated $208,500. The value of the collections now in the keeping of the institute, partly the property of the Art Institute, but chiefly loans, considerably exceeds $500,000. Large additions are being made annually to the collections in the galleries and museum. The principal accessions of late have been: A collection of Greek vases and antique marbles, and other objects, the gift of Mr. Philip D. Armour and Mr. Charles L. Hutchinson; a full set of chromo-lithograph reproductions of the old masters, published by the Arundel Society, presented by Mr. Edward E. Ayer; a collection of works in metal, chiefly electrotype reproductions, presented by Mr. Martin A. Ryerson and Mr. Hutchinson; oil paintings, "The Shepherd's Star," by Jules Breton, presented by Mr. Philip D. Amour; "Marsh in the North of Holland," by Eugene Jettel, presented by P. C. Hanford; "The Close of Day," by Charles H. Davis, purchased from the gift of the Opera Festival Association; Gobelin Tapestry, presented by Mr. Charles J. Singer. The Cast collection has been enriched by the fine collection of antique sculpture presented by the Inter-State Industrial Exposition of Chicago, and the library has received the splendid work upon the Basilica of St. Marks, presented by Mr. Franklin MacVeagh and Mr. Hutchinson.

During Mr. Hutchinson's visit to Europe in 1890, he made numerous purchases for the Art Institute. Among them are two fine examples of carved ivory. One of these, a triptych, represents in high relief on the central tablet the flight of the holy family into Egypt. The virgin, with the child Jesus in her arms, is seated on an ass that is being led by an angel, who is feeding the animal from an up-drawn fold of its robe. Joseph follows with staff and water-bottle. Above this group are cherubs in the bough of a tree handing down fruit to the babe in Mary's arms, who is stretching out his arms to receive it. On each of the leaves of this triptych are two panels representing saints, the crucifix, the lamb and other ecclesiastical symbols. The other piece of ivory carving is a panel representing the crucifixion and is a very high relief, the principal figures being almost in the round. Within a space of five and one-half by four and one-half inches there are indicated fourteen figures of people, three horses and a dog. Next in prominence to the figures on the three crosses are two soldiers in the immediate foreground who are parting the raiment, as is recorded in sacred story, while to the left a dog stands regarding their action. In the middle distance a Roman soldier is thrusting his spear into the Saviour's side. Clinging to the foot of the cross is Mary Magdalen, while back and to the right St. John supports the griefbowed figure of Mary, the mother of Christ. The whole work on this panel is most carefully studied and skillfully wrought. These two pieces are the first examples of ivory carving which have been acquired by the Art Institute, although a fine example of Japanese carving is in the loan collection and a figure of carved wood and ivory has for some time been the property of the Institute. [Visitors to the Art Institute will be provided with catalogues of the entire collection.]

Art Collections.—The private art collections of Chicago are very numerous and very extensive. This is strikingly evident at each recurring exhibit of loaned pictures at the Art Institute or elsewhere. The annual exhibits at the Inter-State Exposition, now a thing of the past, by reason of the changes necessary pending the World's Columbian Exposition, have grown from year to year, until they promised to rank among the best in the country. Steps have been taken to erect a permanent Art Hall on the Lake Front, in which these annual exhibitions will be continued. This building will be erected for the Columbian Exposition, but will be constructed in such a manner as to be acceptable to the city as a permanent building after the exposition closes. The art galleries of the Illinois Club, the Chicago Club, the Marquette Club, the Calumet Club, and especially of the Union League Club, are becoming very valuable. [See Union League Art Association.] The Vincennes Gallery of Fine Arts, 3841 Vincennes avenue (take Illinois Central train to Oakland station, Thirty-ninth st.), is open at all times, free to visitors. There are many beautiful collections in the private mansions of the South Side. The largest and best private collection in the city at present is that contained in the gallery of Mr. Charles T. Yerkes, 3201 Michigan avenue. The more important of his pictures were purchased by Mr. Yerkes in 1890, during a visit to Europe, when he devoted himself to the study and selection of pictures. The pictures are first-class examples of masters of the Dutch school, Rembrandt, Van Dyck, Rubens, Jan Steen, Van Ostade, Gerard Dow, Ruysdael, and Wonwerman being represented. From the last century there is a head by Greuze, and from later schools there are important pictures by Millet, Diaz, Daubigny, Detaille, Ziem, Vibert, Alfred Stevens, Willems, Charlemonte, and others.

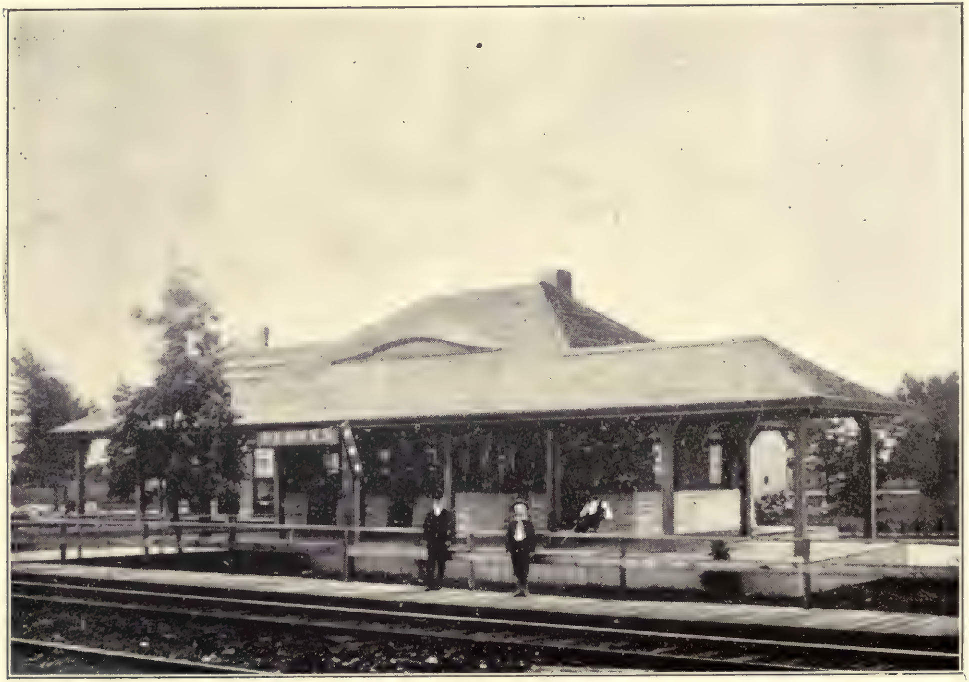
Art Institute of Chicago Art School.—Located in the Art Institute building, Michigan avenue and Van Buren street. Incorporated May 24, 1879. Officers: Charles L. Hutchinson, president; Edson Keith, vice-president; Lyman J. Gage, treasurer; N. H. Carpenter, secretary; W. M. R. French, director. Teachers: W. M. R. French, director; Oliver Dennett Grover, and John H. Vanderpoel, drawing and painting, life and antique; Miss Caroline D. Wade, still-life classes; Miss Charlotte F. Dyer, antique and statuary classes; Miss Charlotte F. Dyer, antique; N. H. Carpenter, perspective; Lorado Taft, modeling; Louis J. Millet, architecture and designing; Charles L. Boutwood, evening classes. The arrangement of classes are as follows:

COSTUMED LIFE CLASS.—Drawing and painting from the costumed model, daily, 9 to 12 A. M., 1 to 4 P. M.

NUDE LIFE CLASS.—Drawing and painting from the nude, daily: Women, 8:30 to 12 A. M.; Men, 1 to 4 P. M.

PAINTING FROM STILL LIFE.—Oil and water color, daily, 1 to 4 P. M.

CLASSES IN THE ANTIQUE.—Drawing from the cast, elementary and advanced, daily, 9 to 12 A. M., 1 to 4 P. M.



[Engraved for The Standard Guide Company.]

SUBURB OF BERWYN—THE RAILWAY STATION.

[See "Outlying Chicago."]

surplus and profits were $12,424,164 as against $10,343,119 for 1890; deposits were $117,792,594 as against $94,471,271 for 1890, and loans and discounts were $89,292,728 as against $72,392,018 for 1890. The capital of the State banks doing business in Chicago, according to last reports furnished the State Auditor, was $12,227,000, their surplus $3,869,000 and their undivided profits $1,869,288.—[See Bank Clearings, Bank Clearance Comparative, etc.]

American Exchange National Bank.—Organized in May, 1886, with D. W. Irwin, president; D. B. Dewey, vice-president; D. K. Pearsons, second vice-president, and A. L. Dewar, cashier. Present officers: John B. Kirk, president; Wm. C. Seipp, vice-president; G. F. Bissell, second vice-president; A. L. Dewar, cashier; R. M. Orr, assistant cashier; Arthur Tower, 2d assistant cashier. December 31, 1890, it showed capital stock, paid in, $1,000,000; surplus fund and undivided profits, $297,989; deposits, $3,417,095.76, total liabilities, $4,715,085.55; loans and discounts, $3,049,131.48; overdrafts, $3,386.11; deposit with U. S. treasurer, 2,250; U. S. bonds to secure circulation, $50,000; premiums paid, $9,500; other bonds, $33,600; real estate, furniture and fixtures, $10,000; due from banks and bankers, $445,951.07; exchanges for clearing house, $319,470.24; currency, $216,796.65; gold coin, $575,000—$1,557,217.96; total resources, $4,715,085.55. Location, 185 Dearborn street.

Atlas National Bank.—Officers: President, W. C. D. Grannis; vice-president, C. B. Farwell; cashier, S. W. Stone; assistant cashier, W. S. Tillotson. Directors: Uri Balcom, R. C. Clowry, C. B. Farwell, R. J. Bennett, Joseph Austrian, W. C. D. Grannis, J. C. McMullin, A. A. Munger, Wm. M. Van Nortwick, C. P. Libby, J. T. Chumasero.

Chemical National Bank.—Successor to the Chemical Trust and Savings bank, founded in May, 1880. Occupies its own building, 85 Dearborn st. Capital, $1,000,000. Officers: J. O. Curry, president; E. C. Veasey, vice-president; A. T. Ewing, second vice-president; G. E. Hopkins, assistant cashier. Directors: W. M. Hoyt (W. M. Hoyt & Co., Wholsale Grocers); D. C. Newton (banker, Batavia, Ill.); Robert Vierling, President (Vierling, McDowell & Co., Iron Founders); E. C. Veasey (vice-president); Charles H. Slack (Grocer); M. A. Mead (M. A. Mead & Co. Wholesale Jewelers); A. T. Ewing (second vice-president); S. E. Gross (Real Estate); Otis Jones (Director, Macon Dublin & Savannah Ry. Co.); S. W. Lamson (Lamson Bros., Grain Commission); H. J. Straight (H. J. Straight & Co., Fire Insurance); E. J. Edwards (President, Hicks Stock Car Co.); F. E. Spooner (Chicago Union Lime Works); O. W. Norton (President, Norton Brothers, Manufacturers Tin Plate, Japan Ware); J. O. Curry (President). It will be seen that the directors are representative business men. The Chemical National, though one of the most recently organized, ranks among the most prominent of the city.

Chicago National Bank.—Officers: President, John R. Walsh; vice-president, H. H. Nash; cashier, William Cox; assistant cashier, F. M. Blount. Directors: A. McNally, Adolph Loeb, H. H. Nash, C. K. G. Billings, F. Madlener, Ferd. W. Peck, J. R. Walsh. Capital, $500,000; surplus and profits, $566,810; loans and discounts, $4,277,125; cash and treasury credits, $1,715,793; individual deposits, $5,998,610; due banks, $861,870; due from banks and agents, $1,396,429; checks for clearing house, $262,306; U. S.

bonds, $50,000; other stocks and bonds, $270,636; total deposits, $6,860,480; circulation, $45,000. The Chicago National Bank is recognized as one of the leading financial institutions of the city.

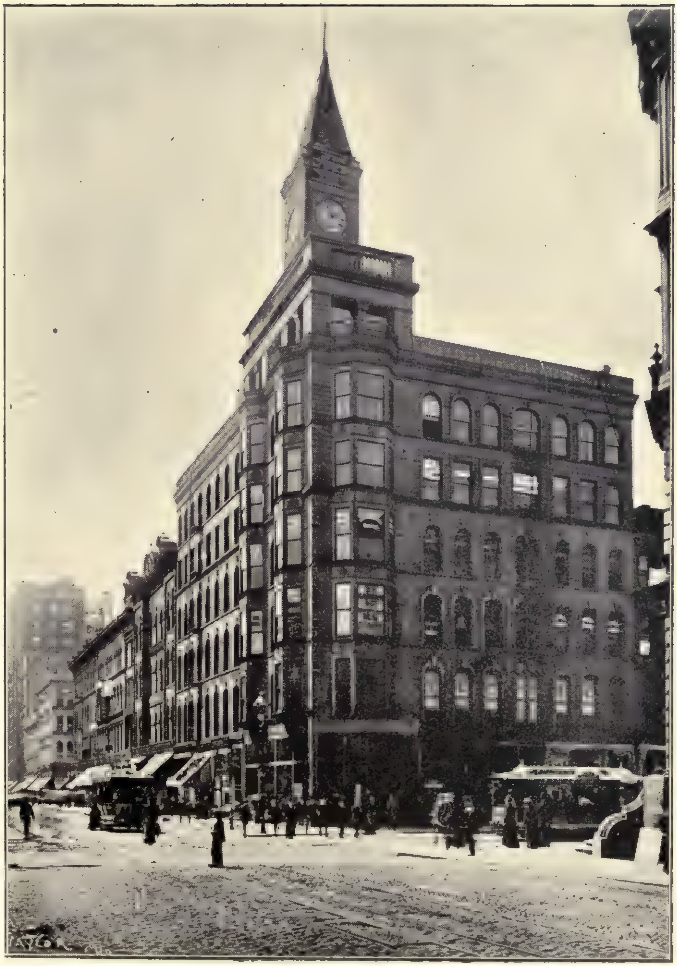
Columbia National Bank.—Open for business Feb. 16, 1891. Paid in capital, $9,000,000. Officers: L. Everingham, president; W. G. Bently, vice-president; Zimri Dwiggins, cashier; J. T. Greene, assistant cashier. Directors, Malcolm McNeil, E. S. Conway, H. D. Kohn, C. W. Needham, Peter Kuntz, J. D. Allen, L. Everingham, W. G. Bently, Z. Dwiggins, and J. M. Starbuck. Resources—Discounts and time loans, $1,192,399.88; United States bonds, $50,000; redemption fund, $2,250; furniture and fixtures, $10,952.85; current expenses, $31,607.76; due from banks and bankers, $362,641.90; cash and cash items, $228,291.29; demand loans, $420,460.23 ($1,011,393.42); total, $2,298,603.91. Liabilities—Capital stock paid in, $1,000,000; surplus and undivided profits, $77,416.90; circulation, $45,000; deposits, $1,176,187.01; total, $2,298,603.91. The Columbian National transacts a general banking business. A separate suite of rooms with clerical force, teller, etc., and every facility for banking are provided especially for ladies. The motto of the bank is, safety, courtesy, promptness, liberality. Location of banking-house, Insurance Exchange Building, corner LaSalle and Quincy streets.

Commercial National Bank.—Organized December, 1864. The present officers are—Henry F. Eames, president ; O. W. Potter, vice-president ; F. S. Eames, 2d vice-president ; John B. Meyer, cashier ; D. Vernon, assistant cashier.

Resources.—Loans and discounts, $6,980,972.79 ; overdrafts, $3,384.04 ; United States bonds to secure circulation, $50,000. ; other stocks, bonds and mortgages, $260, 804.37 ; due from other National banks $891,811.04 ; due from State banks and bankers, $247.49 ; total $892,058.53. Real estate, $31,750.90 ; taxes paid, $15,359.89 ; Checks and other cash items, $3,088; exchanges for clearing-house, $327,468.93 ; bills of other banks, $71,005; fractional currency, nickels, and pennies, $927,70 ; specie, $1,597, 994.60 ; legal tender notes, $380,000. ; $2,380,484.23 ; redemption fund with United States treasurer (5 per cent of circulation), $2,250. ; total, $10,617,064.75. Liabilities. Capital stock paid in, $1,000,000 ; surplus fund, $1,000,000 ; undivided profits, $103,997.19 ; National Bank notes outstanding $45,000 ; individual deposits subject to check, $3,598,196.05 ; demand certificates of deposit, $216,490.77 ; certified checks, $63,682.12 ; cashier's checks outstanding, $176,416.76 ; due to other National Banks, $1,793,984.68 ; due to State banks and bankers, $2,619,297.18 ; total $8,468,067.56 ; grand total, $10,617,064.75.

Directors.—Henry F. Eames, S. W. Rawson, William J. Chalmers, N. K. Fairbank, O. W. Potter, Jesse Spalding, Henry W. King, Franklin MacVeagh, Norman Williams. Location of banking house, Southeast corner of Dearborn and Monroe streets.

Continental National Bank.—Organized March 5, 1883. Present officers —Directors : John C. Black, John R. Winterbotham, Calvin T. Wheeler, Richard T. Crane, Henry C. Durand, William, G. Hibbard, Henry Botsford, James H. Dole, George H. Wheeler, J. Ogden Armour, Isaac N. Perry ; President, John C. Black ; 2nd vice-president, Isaac N. Perry ; cashier, Douglass Hoyt ; assistant cashier, Ira P. Bowen. Banking house, La Salle and Adams street. Semi-annual dividends of 3 per cent. are paid January



[Engraved for The Standard Guide Company.]

THE INTER-OCEAN BUILDING, MADISON AND DEARBORN STS.

[See "Newspapers."]

first and July first. Report of condition at the close of business December 2d, 1891. Resources: Loans and discounts, $6,896,537.20; overdrafts, $21,988.78; United States bonds for circulation, $50,000; other bonds on hand, $2,600; real estate, furniture and fixtures, $39,605.37; premiums paid, $7,000; cash, $1,496,580.05; due from banks, $1,703,072; checks for clearings, $1,075,988.73; due from United States treasurer, $2,250; total, $11,295,622.13. Liabilities. Capital stock paid in, $2,000,000; surplus fund, $250,000; undivided profits, $219,014,20; bank notes outstanding, $23,600; individual deposits, $4,429,013.15; due banks, $4,373,994.78; total, $11,295,622.13. Location of banking house, southwest corner of La Salle and Adams streets. M. Calvin T. Wheeler, one of Chicago's foremost business men and financiers, was the organizer of this bank and its first president. He was succeeded in 1887 by Mr. Black, who has been connected with the bank since its organization. He was its first cashier, and was actively instrumental in perfecting the system inaugurated for the transaction of the business of the bank with the greatest convenience to its customers.

Drover's National Bank.—Organized 1883: Present officers—S. Brintnall, president; John Brown, vice-piesident; W. H. Brintnall, cashier; Edward Tilden, assistant cashier. Resources: Loans and discounts, $807,088.97; overdrafts, $12.25; United States bonds, $50,000; banking house, $12,500; premiums, $8.500; due from banks, $696,643.14; cash, $121,319.13; total, $817,962.27; grand total, $1,696,063.49. Liabilities: Capital stock, $250,000; surplus, $50,000; undivided profits, $36,748.45; circulation, $45.000; deposits, $1,314,315.04; total, $1,696,063.49. Directors—Percy W. Palmer, Charles L. Shattuck, Watson S. Hinkly, John Brown, James P. Sherlock, J. E. Greer, W. H. Brintnall, Solva Brintnall. Location of banking house, 4207 South Halsted street, Union Stockyards.

First National Bank.—Organized, Nov. 1863. Present officers: Lyman J. Gage, president; Henry R. Symonds, vice-president; James B. Forgant, 2d. vice-present; Richard J. Street, cashier; Holmes Hoge, assistant cashier. Statement of condition January, 1892. Assets: Loan and discounts, $16,475,614.91; bank building and other real estate, $650,000, United States bonds, (par value), $55,150; other bonds, $847,450. Cash resources: Due from banks, (Eastern exch.), $4,396,430.99; checks for clearing house, $1,659,783.10; cash on hand, $8,410,499.87; due from U. S. treasurer, $26,250; total; $14,492,963.96; grand total, $32,521,178.87. Liabilities: Capital stock paid in, $3,000,000; surplus fund, $2,000,000; other undivided profits, $1,023,059.31; dividend, 90,000; Deposits, $26,408,119.56; total, $32,521,178.87. Directors: Saml. M. Nickerson, E. F. Lawrence, S. W. Allerton, F. D. Gray, Norman B. Ream, Nelson Morris, James B. Forgan, L. J. Gage, Eugene S. Pike, A. A. Carpenter, H. R. Symonds. Location of banking house, northwest corner of Dearborn and Monroe streets, First National Bank building.

At the date of incorporation, the First National Bank had a capital of $100,000. Its officers were—President, E. Aiken; cashier, E. E. Braisted. It then stood number 8 in the order of National Banks. The capital of the bank was soon increased to $1,000,000. In 1867 President Aiken died, and was succeeded by Samuel M. Nickerson, who has held the office ever since. In 1868 Lyman J. Gage was appointed cashier. The fire of 1871 destroyed the bank's building, which stood at the southwest corner of State and Washington sts. This building was at once rebuilt, and was occupied until the bank moved into its present magnificent structure, which was erected especially for its accommodation, and with a view to the convenient transaction of its immense business [See "First National Bank Building" andillustration.] During the panic of 1873 the bank passed through the ordeal in excellent shape, coming out of it with the renewed and strengthened confidence of the public in the stability of its resources, and the wisdom and integrity of its management. The fact is often referred to even in these days, that Mr. Gage's courageous and judicious executive ability in 1873 not only averted a calamity for his own bank, but had the effect of stimulating the nerve of others in Chicago, and of inspiring the public with faith in the ability of all to meet their obligations if they were not harassed or hampered. The charter of the First National Bank expired in 1882; it went into liquidation, paying off its stockholders and giving each one of them $294 for every $100 paid in. This was in addition to dividends upon the capital from time to time, which averaged through its entire history 10 per cent. per annum. On the expiration of the old charter the new First National Bank, No. 2670, was organized, and succeeded to the business of the old bank. Its paid-up capital was fixed at $3,000,000; Mr. Gage was made vice-president, and Mr. Symonds, cashier. The First National Bank is not only the greatest financial institution in Chicago, but one of the greatest in the country. The showing of earnings and surplus which it made at the close of last year's business attracted universal attention.

First National Bank of Englewood: Located at Englewood, Chicago. Officers. J. R. Embre, president; E. L. Roberts, vice-president; F. B. Warren. Directors: J. R. Embre, J. K. Nichols, H. B. Murphy, D. E. Prentice, B. H. Knights, C. H. Caldwell, W. H. Sharp, J. M. Johnson.

Fort Dearborn National Bank.—Organized, May 1, 1887. Present officers: John A. King, president; W. L. Barnum, vice-president; Peter Dudley, cashier; Chas. H. McGrath, assistant cashier. Capital, $500,000. Surplus at close of 1892, $25.000. Undivided profits, $19,218,590. The Fort Dearborn National bank is an institution of the highest standing, its directors being men of large financial resources. Directors: W. L. Barnum; J. W. Plummer, John J. McGrath, William J. Wilson, D. K. Hill, E. Mandel, Thomas Kane, George Keller, Arthur D. Rich, A. Plamondon and John A. King. Location of banking house, 187–189 Dearborn street.

Globe National Bank.—Commenced business December 22, 1890, capital. $1,000,000, surplus, $45,000. Present officers—Oscar D. Wetherell, president; Melville E. Stone, vice-president; D. A. Moulton, cashier; C. C. Swinborne, assistant cashier. The directors, comprising well-known business men and capitalists, are as follows—Melville E. Stone, late editor Chicago *Daily News;* Gustavus F. Swift, president Swift & Co. packers; William H. Harper, manager Chicago & Pacific Elevator Company; Robert L. Henry, president Keystone Palace Horse-Car Company; Morris Rosenbaum, commission merchant; Everett W. Brooks, lumber manufacturer; James L. High, attorney-at-law; Amos Grannis, contractor; Oscar D. Wetherell. Location of banking house, northwest corner of Jackson and La Salle streets, opposite Board of Trade.

Hide and Leather National Bank.—Organized in 1872, received its charter as a National bank in 1878. Present officers: Charles F. Grey, president; H.

A. White, vice-president; D. L. Forest, cashier; Thos. L. Forrest, assistant cashier. Capital, $300,000; resources, $2,171,827.96; surplus fund, $95,000; undivided profits, $42,702.12. The individual deposits amount to $1,317,568.67. Directors, George C. Benton, William L. Gray, C. H. Morse, Hugh A. White, J. V. Taylor, George M. Lyon, P. P. Mathews, Charles F. Grey, O. F. Fuller. Location of banking house, La Salle and Madison sts

Home National Bank.—Officers: President, A. M. Billings; vice-president, J. C. McMullen; secretary, H. H. Blake. Directors: A. M. Billings, William A. Talcott, C. K. G. Billings, J. C. McMullen, David Bradley.

Lincoln National Bank.—Organized March, 1887. Present officers—V. C. Price, president; E. S. Noyes, cashier; J. R. Clarke, assistant cashier. Resources, loans and discounts, $592,132.42; overdrafts, $716.68; U. S. bonds to secure circulation, $50,000; other stock, bonds and mortgages, $500; due from other national banks, $140,736,35; due from state banks and bankers, $23 836.09; real estate, furniture and fixtures; $4,731.50; current expenses and taxes paid, $2,957.87; premiums paid, $8,000; checks and other cash items, $881.11; exchanges for clearing house, $51,822.26; bills of other banks, $5,692; fractional paper currency, nickels and pennies, $43.44; specie, $82,258.15; legal tender notes, $80,000; redemption fund with U. S. treasurer (5 per cent. of circulation), $2,250; cash means, $387,519.40; total, $1,046,557.87. Liabilities—Capital stock paid in, $200,000; surplus fund, $10,000; undivided profits, $17,108.92; national bank notes outstanding, $45,000; individual deposits, subject to check, $635,225.53; demand certificates of deposit, $24,869.99; certified checks, $2,640.58; cashier's checks outstanding, $285.96; due to other national banks, $107,917.18; due to state banks and bankers, $3,509.71; total deposits, $774,448.95; total, $1,046,557.87.

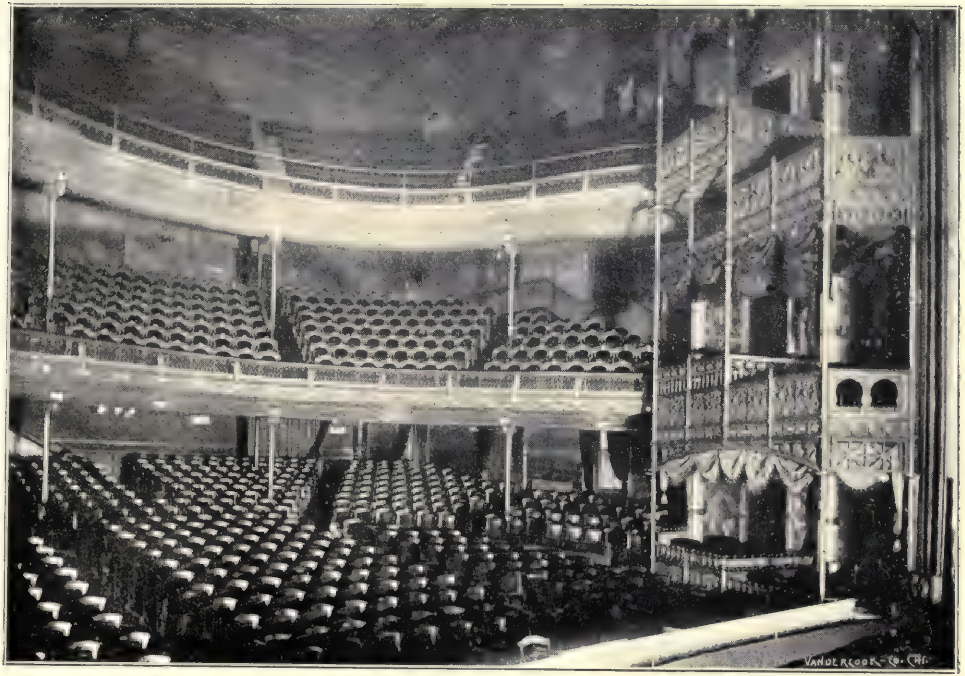
Merchants' National Bank.—Organized December, 1863; capital, $500,000. Preeent officers: Chauncey J. Blair, president; Frederick W. Crosby, vice-president; Henry A. Blair, second vice-president; John C. Neely, cashier; directors, C. J. Blair, William Blair, H. A. Blair, W. F. Blair, M. A. Ryerson, F. W. Crosby. Statement.—Resources: Loans and discounts, $6,828,123.15; overdrafts, $102.13; United States bonds at par, $50,000; other bonds at par, $283,700; banking house and safe deposit vaults, $125,000; due from banks and United States Treasurer, $1,585,440.62; coin and currency, $3,795,797.60; total, $12,668,163.50. Liabilities: Capital, $500,000; surplus, $1,500,000; undivided profits. $253 483.10; dividends unpaid, $260; deposits, $10,414,420.40; total, $12,668,163.50. Location of banking house, 80 and 82 La Salle street.

Metropolitan National Bank.—Organized May 12, 1884. Present officers: E. G. Keith, president; J. L. Woodward, vice-president; W. D. Preston, cashier; H. H. Hitchcock, assistant cashier. Resources: Loans and discounts, $8,899,544.10; overdrafts, $4.893.15, bonds, $167,900; due from banks and bankers, $1,620,995.26; cash and checks for clearings, $2,667,229 37. Total, $4,456,124.63. Grand total, $13,360,561.88. Liabilities: Capital stock paid in, $2,000,000; surplus and undivided profits, $1,111,372.90; national bank notes outstanding, $45,000; deposits, $10,204,188.98. Total, $13,360,561.88. Directors: William Deering, A. C. Bartlett, Edson Keith, James L. Woodard, W. J. Watson, E, Frankenthal, G. B. Shaw, E. T. Jeffery, E. G. Keith, W. D. Preston. Location of banking house, La Salle and Madison streets.

National Bank of America.—Organized January 1, 1883. Present officers: Isaac G. Lombard, president; Morton B. Hull, vice-president; Edward B. Lathrop, cashier; Charles A. Tinkham, assistant cashier. Resources: Discounts and demand loans, $3,334,154.90; overdrafts, 2,956.27; U. S. 4 per cent. bonds, to secure circulation, $50,000; other bonds, $50,000; due from other national banks, $525,227.29; due from banks and bankers, $67,370.89; $592,598.18; cash—exchanges for clearing house, $231,590.85; currency and specie, $1,073,586.57; $1,305,177.42; due from treasurer U. S. 5 per cent fund, $2,250; due from treasurer U. S. (other than 5 per cent. fund), $10,000; $5,347,136.77. Liabilities: Capital stock, $1,000,000; surplus fund, $250,000; undivided profits, $59,217.29; circulating notes, $44,400; dividends unpaid, $86.00; deposits, $3,993.431.48; $5,347,136.77. The directors are: William Ruger, Morton B. Hull, William Dickinson, Charles M. Henderson, Cyrus H. Adams, John H. Witbeck, Clarence Buckingham, Isaac G. Lombard, Edward B. Lathrop. Location of banking house La Salle and Washington streets.

National Bank of Illinois.—Organized December, 1871. Present officers: George Schneider, president; William H. Bradley, vice-president; W. A. Hammond, cashier; Carl Moll, assistant cashier; Henry D. Field, 2d assistant cashier. Resources: Loans and discounts, $7,736,475.44; U. S. bonds to secure circulation (4s at par), $50,000; other bonds and stocks, at par, $198,760; 5 per cent. redemption fund, $2,250; due from national banks, $1,390,733.76; due from banks and bankers, $397,354.99; exchanges for clearing house, $679,492.84; cash on hand, $2,043,899.73; $4,511,481.32; $12,498,966.76. Liabilities: Capital stock paid in, $1,000,000; surplus, $900,000; undivided profits, $14,487.34; national bank notes outstanding, $45,000; dividends unpaid, $442.50; deposits—individual, $7,135,158.03; deposits—banks, $3,303,878.89; total, $10,439,036.92; grand total, $12,498,966.76. Directors, S. B. Cobb, Walter L. Peck, William R. Page, George E. Adams, Charles R. Corwith, C. H. Bradley, Frederick Mahla, R. E. Jenkins, Albert A. Munger, William A. Hammond, George Schneider. Location of banking house 111, 113, 115, and 117 Dearborn street.

National Live Stock Bank.—Present officers—Levi B. Doud, president; George T. Williams, vice-president; Roswell Z. Herrick, cashier. Resources—Loans and discounts, $2,537,360.36; overdrafts, $7,355.30; U. S. bonds to secure circulation, $50,000; other stocks, bonds and mortgages, $49,875; Due from other National banks, $1,658,866.19; Due from State banks and bankers, $197,324.92—$1,856,191.11; Real Estate, furniture and fixtures, $3,326.47; current expenses and taxes paid, $83.70; premiums paid, $8,000; exchanges for clearing-house, $64,019.92; bills of other banks, $11,965; fractional paper currency, nickels and pennies, $765.97; specie, $200,397.50; legal-tender notes, $199,600; U. S. certificates of deposit for legal tenders, $100,000—$576,739.39; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; total, $5,091,181.33. Liabilities—Capital stock paid in, $750,000; surplus fund, $300,000; undivided profits, $176,742.13; National bank notes outstanding, $32,000; dividends unpaid, $1,088; individual deposits subject to check, $1,836,071.02; demand certificates of deposit, $332,984.91; time certificates of deposit, $25.00; due to other National banks, $1,363,500.47; due to State banks and bankers, $298,769.80—$3,831,351.20; total, $5,091,181.33. Directors—John B. Sherman, Irus Coy, George T. Williams, Levi B. Doud, Roswell Z. Herrick, Samuel Cozzens, Daniel G. Brown. At the


VANDERCOOK-CO. CHI.

[Engraved for The Standard Guide Company.]

PROSCENIUM BOXES AND AUDITORIUM, HOOLEY'S THEATRE.

[See " Amusements."]

last annual meeting of directors the sum of $100,000 was carried to the surplus fund, now $300,000, while the individual profits reached $37,000. The dividends have been 2 per cent. quarterly. At the last meeting of directors, held December 29, 1891, $100,000 was carried from profit and loss to surplus account, making $400,000 now (spring of '92) in surplus. Location of banking house, Main Stock Yards.

National Bank of the Republic.—Organized August, 1891; location of banking house, Mallers Building, La Salle st. (After May 1, 1892). Capital stock $1,000,000. President, John A. Lynch; vice-president, A. M. Rothschild (cashier), W. T. Fenton. Directors, E. B. Strong (of the late firm of Foss, Strong & Co.); A. M. Rothschild (of E. Rothschild & Bros., manufacturers and wholesale clothiers); Alexander Mackay (general freight agent Michigan Central R. R.); J. B. Mallers (capitalist); Henry Kerber, of Henry Kerber & Son (wholesale stone dealers); J. B. Greenhut (president Distilling & Cattle Feeding Co.); Samuel Woolner (capitalist); W. H. McDoel (general manager L., N. A. & C. R. R.); John A. Lynch of Thos. Lynch & Sons (capitalists), and W. T. Fenton. Comparative statement of deposits September 25th, $942,666; December 2d, $1,127,826.61; December 31st, $1,206.296.25; January 18th, 1892, $1,307,112.06. Though one of the youngest, this is looked upon as being one of the strongest banks in the city.

Northwestern National Bank.—Organized August, 1864. Present officers—E. Buckingham, president; W. F. Dummer, vice-president; F. W. Gookin, cashier; F. W. Griffin, assistant cashier. Resources—Loans and discounts, $3,344,595.94; overdrafts, $2,384.60; U. S. bonds to secure circulation (4 per cents), $200,000; U. S. bonds to secure deposits (4 per cents), $300,000; other stock, bonds and mortgages, $93,091.96; due from other National banks, $492,510.54; due from State banks and bankers, $34,315.13—$526,825.67; checks and other cash items, $358.06; exchanges for clearing-house, $290,838,-02; bills of other banks, $9,790; fractional paper currency, nickels, and pennies, $307.57; specie, $639,772.41; legal-tender notes, $307,017—$1,248,083.06; redemption fund with U. S. Treasurer (5 per cent. of circulation), $9,000; total, $5,723,981.23. Liabilities—Capital stock paid in, $1,000,000; surplus fund, $500,000; undivided profits, $100,606.32; National bank notes outstanding, $115,045; individual deposits subject to check, $1,684,572.36; demand certificates of deposit, $43,628.40; certified checks, $45,417.78; cashier's checks outstanding, $50,190; United States deposits, $282,499.22; deposits of U. S. disbursing officers, $14,238.72; due to other National banks, $938,105.-30; due to State banks and bankers, $949,678.13—$4,008,329.91; total, $5,723,-981.23. Directors—Ebenezer Buckingham, Edward E. Ayer, William F. Dummer, Marshall M. Kirkman and Franklin H. Head. Location of banking house, La Salle and Adams Streets.

Oakland National Bank.—Officers: President, Horace B. Taylor; vice-president, Arthur W. Allyn; cashier, J. J. Knight. Directors: John R. Walsh, Horace B Taylor, D. Harry Hammer, J. J. Knight, Arthur W. Allyn, William A. Hammond, D. H. Kochersperger.

Prairie State National Bank.—Officers: President, James W. Scoville; vice-president, George Woodland; cashier, George Van Zandt. Directors—B. F. Homer, William Hafner, H. J. Evans, George Woodland, M. C. Bullock, George Van Zandt, James W. Scoville.

Union National Bank.—Organized December, 1863. Present officers—John J. P. Odell, president; David Kelley, vice-president; August Blum, cashier; W. O. Hipwell, assistant cashier. Resources—Loans and discounts, $6,210,437.71; United States bonds to secure circulation, par value, $50,000; other stocks, bonds and mortgages, $831,225.09; furniture, fixtures and real estate, $11,500; due from banks, $1,579.525 94; exchanges for clearing house $733,760.21; cash, $1,931,548.60—$4,244, 834.75; due from United States treasurer, $10,250; total $11,358,247.55. Liabilities: Capital stock, paid in, $2,000,000; surplus fund, $700,000; undivided profits, $80,640 79; reserved for taxes, $37,662.74; national bank notes outstanding, $44,100; deposits, individual, $4,055,088.38; deposits, banks, $4,440,755.64; $8,495,844.02; Total, $11,358,247.55. The directors are C. R. Cummings, J. H. Barker, H. N. May, David Kelley, O. C. Barber, S. K. Martin, S. B. Barker, D. B. Dewey, J. J. P. Odell. The Union National has been especially favored in having had for its presidents some of Chicago's ablest and most experienced financiers, and to this is mostly due the bank's prompt rush to the front line of the city banks and its maintenance of that position for so many years. The first president was William F. Coolbaugh, who at his death, which occurred in November, 1877, was succeeded by Calvin T. Wheeler. On the expiration of its original charter December 30, 1884, the Union National Bank was re-organized, and under its new charter, W. C. D. Grannis was chosen president, and J. J. P. Odell, vice-president. Mr. C. R. Cummings was made president in 1886, but took no active part in the management of the bank. Upon his retirement Mr. J. J. P. Odell became president, and has continued in that position up to the present date. Mr. Odell has been identified with the banking business of Chicago since 1865, and for twenty-four years has been connected with the Union National, having entered its service in 1866, as bookkeeper, and in the interval filled almost every intermediate position of responsibility in the bank. In amount of deposits the place of the Union National at the present time is in the second group averaging $9,750,000. Location of banking house, northeast corner of La Salle and Adams streets, Home Insurance building.

BANKING INSTITUTIONS—STATE AND PRIVATE.

Adolph Loeb & Bro., Bankers.—Established over thirty-three years ago, since which time the house has been doing an extensive mortgage loan, real estate and general banking business. The house was founded by Adolph Loeb, and shortly afterward he associated with himself his brother William. Two years ago Julius Loeb and Edward G. Pauling were admitted into the firm. Loeb & Bro. are bankers of large capital and the very highest standing in Chicago commercial circles.

Avenue Savings Bank.—Location Thirty-first street and Michigan avenue. This institution is owned by George L. Magill, its president, and Louis Krame, its cashier. It pays interest to savings depositors.

American Trust and Savings Bank.—Organized under the laws of the State of Illinois, 1889; capital, $1,000,000; surplus, $150,000. Present officers—G. B. Shaw, president Franklin H. Head, vice-president; J. R. Chapman, cashier; W. L. Moyer, assistant cashier. Directors: William J. Watson, T. W. Harvey, Adolph Kraus, Franklin H. Head, S. A. Maxwell, J. H. Pearson, C. T. Trego, Ferd W. Peck, William Deering, G. B. Shaw,

V. A. Watkins, E. L. Lobdell, C. T. Nash, Joy Morton, George E. Wood, William Kent, S. A. Kent. Location of banking house, Owings building, Dearborn and Adams streets.

Bank of Commerce.—Incorporated March 9, 1891, as successor to the private banking house of Felsenthal, Gross & Miller; capital stock paid up, $500,000. Location, 108 La Salle street. The business of the private bank had increased so that the firm felt it incumbent on them to join the clearing house, and consequently increased their capital to the required amount, $500,000. The officers of the State Bank of Illinois are among the most substantial and reputable citizens of Chicago. Herman Felsenthal, president; Jacob Gross, vice-president; Fred Miller, cashier. Directors: Adam Miller, Jacob Gross, Herman Felsenthal, Adolph Loeb, S. M. Fischer, Jacob Birk, K. G. Schmidt. L. Loewenstein, Samuel Woolner, Charles F. Miller, Eli B. Telsenthal, Morris Beifeld, Jacob Spielmann.

Bank of Montreal.—William Monroe, manager; E. M. Shadbolt, assistant cashier.

Cahn and Strauss, Bankers.—Do a general commercial business, making specialties of government bonds, local securities and foreign exchange. Location of banking house, 128 La Salle street.

Central Trust and Savings Bank.—Present location Washington st. and Fifth avenue. Cost Capital, $200,000. In banking department receives deposits subject to check. In savings department receives deposits of $1.00 and upward, 4 per cent per annum. Officers: William A. Paulsen, 1st vice-president; F. P. Burgett, 2d vice-president; Charles Sparre, cashier. Directors: Wm. A. Paulsen, late of Paulsen & Sparre, Bankers; Chas. Sparre, late of Paulsen & Sparre, Bankers; E. Jennings, Pres. of E. Jennings Co.; Frank A. Smith, Manufacturer; W. A. Mason, of Jas. H. Walker & Co., Dry Goods; W. M. R. Vose, Real Estate and Loans; Jas. Frake, Attorney; James H. Channon, of H. Channon Co., Ship Chandlers; Wm. Hill, Mortgage Loans; J. W. Byers, Com. Merchant, Stock Yards; Gorham B. Coffin, of Coffin Devoe & Co., Paints. [The building at present occupied by this bank is to be torn down Future location unknown at this writing.]

Charles Henrotin, Banker and Broker.—One of the founders of the Chicago Stock Exchange, and one of the heaviest brokers in local and outside stocks in Chicago. A promoter of some of the largest enterprises of the times. Location of banking house, 169 Dearborn street.

Chicago Trust and Savings Bank.—Under the supervision of the State of Illinois, organized May, 1885; capital paid in, $400,000 Present officers—D. H. Tolman, president; P. E. Jennison, cashier. Location of banking house, northeast corner of Washington and Clark sts. [N. B.—This banking house has been the subject of a vast amount of most unfavorable criticism. Its president, D. H. Tolman, has been frequently charged with, and sued in the courts for, alleged unfairness in business and sharp practice in dealing with his clients.]

Corn Exchange Bank.—Organized 1872, re-organized 1879; capital, $1,000,000; surplus, $1,000,000. Present officers—Charles L. Hutchinson, president; Ernest A. Hamill, vice-president; Frank W. Smith, cashier. Directors—Charles L. Hutchinson, Byron L. Smith, Charles Counselman, Sidney A. Kent, John H. Dwight, Edwin G. Foreman, Ernest A. Hamill, Charles H. Wacker, B. M. Frees, Charles H. Schwab, Edward B Butler.

The Corn Exchange is one of the great banking houses of the city, and for over eighteen years has ranked among the leading financial institutions of the West. Location of banking house, Rookery building, Adams and La Salle streets.

Dime Savings Bank.—Organized under State supervision; incorporated April, 1869. Present officers—Samuel G. Bailey, president, merchant; W. C. D. Grannis, vice-president, president Atlas National bank; Eugene Cary, insurance, Rialto building; C. B. Farwell, merchant and United States Senator; A. R. Barnes, printer, 68 and 70 Wabash avenue; W. M. Van Nortwick, paper manufacturer, Batavia, Ill.; L. R. Giddings, mortgages, Chamber of Commerce building; G. F. Swift, packer, Union Stock Yards; Wm. Kelsey Reed, treasurer. This is exclusively a savings bank, and ranks high among Chicago's financial institutions. Location of banking house and safety vaults, 104-106 Washington street.

E. S. Dreyer & Co., Bankers.—Established over twenty years ago, and one of the leading banking houses of the city. The firm is composed of E. S. Dreyer and Robert Berger. A specialty is made of mortgage loans, though the house does a general banking business. Location, northeast corner of Dearborn and Washington sts.

Farmers' Trust Company.—Present officers—R. Sayer, president; Josiah L. Lombard, vice-president and treasurer. Capital $100,000. Location of banking house, 112 Dearborn street.

Foreman Bros., Bankers.—Founded thirty years ago, by the father of the present proprietors of the house, Edwin G. Foreman and Oscar G. Foreman. A banking institution that has maintained a high standing through the adverse as well as prosperous times in Chicago history, for over a quarter of a century. Foreman Bros. receive deposits, buy and sell martgages and other investment securities, and make a specialty of loanson real estate. Location of banking house, 128 and 130 Washington st., near Chamber of Commerce, opposite City Hall.

• *Globe Savings Bank.*—Organized 1890. Capital paid in $200,000. Savings accounts bear interest at 4 per cent. per annum. Four interest days each year—January 1st, April 1st, July 1st, October 1st. Deposits on or before the 4th of the month bear interest from the 1st. C. W. Spalding, president; Edward Hayes, vice-president; J. P. Atgeld, second vice-president; W. S. Loomis, assistant cashier.

Greenebaum Sons, Bankers.—Founded by Elias Greenebaum thirty-seven years ago. The present firm consists of Elias Greenbaum, H. E. Greenebaum, M. E. Greenebaum and James E. Greenebaum. The house transacts a very large banking business and makes a specialty of loans and real estate. The bank occupies the main floor of 116 and 118 Lasalle street, Mercantile building. Greenebaum Sons' bank has occupied an important place in the growth and development of the city. Thousands of buildings, from the neat residence to the business block, have been erected primarily by funds obtained through this firm. Drafts and letters of credit issued on all European cities.

Guarantee Company of North America.—Head office, Montreal, Canada. Chicago directors—L. J. Gage, vice-president, First National Bank; R. R. Cable, president C., R. I. & P. R. R.; the Hon. J. Russell Jones, ex-president West Side Ry.; C. T. Wheeler, ex-president Continental National Bank; E. Nelson Blake, ex-president Board of Trade. Capital and resources, $1,079,574. Office, 175 La Salle street.

Hibernian Banking Association.—Organized 1867. One of the most substantial banking houses in the city; capital, $222,000 ; undivided profits, $293,095.81. Present officers—J. V. Clarke, president ; Charles F. Clark, vice-president ; Hamilton B. Dox, cashier. Directors—J. V. Clarke, Hamilton B. Dox, James R. McKay, Henry B. Clarke, Thomas Lonergan, Charles F. Clark, J. V. Clarke, Jr., Louis B. Clark. Location of banking house, Clark and Lake streets.

Illinois Trust and Savings Bank.—Organized under the laws of the State of Illinois, August, 1887. Capital stock paid in, $1,000,000; surplus, $1,000,000; additional liabilities of its stockholders, $1,000,000; total amount pledged for the security of depositors, $3,000,000. Present officers—John J. Mitchell, president; John B. Drake, vice-president; William H. Mitchell, 2d vice-president; W. H. Reid, 3d vice-president; James S. Gibbs, cashier; B. M. Chattel, assistant cashier. Directors—L. Z. Leiter, William G. Hibbard, John B. Drake, John J. Mitchell, John McCaffery, J. C. McMullin, W. H. Reid, William H. Mitchell, D. B. Shipman. Among the stockholders of the bank are the wealthiest capitalists and merchants of Chicago, including L. Z. Leiter, J. Russell Jones, Marshall Field, Albert Keep, Philip D. Armour, Robert Law, J. C. McMullin. Following is a statement of the bank's resources and liabilities: Resources—Bonds and stocks, $1,440,816.50; real estate, $26,291.34; current expenses paid, $25,314.61; cash and exchange, $2,856,178.05; loans on demand, $8,155,679.21; loans on time, $1,943,152.25; loans on real estate, $1,817,193.32; total, $16,264,625.28. Liabilities—Capital stock, $1,000,000; surplus fund, $788,916.20; undivided profits, $275,737.58; dividends unpaid, $3,500; time deposits, $7,699,740.73; demand deposits, $6,496,730.77; total, $16,264,625.28. The bank has savings, commercial safety deposit and trust departments. Location of banking house, Rookery building, southeast corner of La Salle and Adams streets.

Industrial Bank of Chicago.—Location, Blue Island avenue and Twentieth streets. A savings and commercial institution. President, A. L. Chetlain; first vice-president, Louis Hutt; second vice president, B. M. Hair; cashier, John G. Schaar; assistant cashier, J. E. Henriques. Directors : Louis Hutt, A. H. Andrews, W. O. Goodman, B. M. Hair, John G. Schaar, A. L. Chetlain, John McLaren, H. D. Cable and P. G. Dodge.

The idea of establishing this new bank originated with the leading manufacturers and lumbermen in that district, which is known as the lumber district, embracing the territory south of the Burlington tracks and as far west as the Belt Line. It is the most important industrial district in Chicago, located three miles southwest from the business center, and has a population of 50,000. The need of a bank there has long been felt by the manufacturers and business men. The annual output of the district, including lumber and the product of the various important manufacturing interests there located, amounts to over $30,000,000, while there is paid in wages to skilled and unskilled labor between $7,000,000 and $9,000,000 a year.

The new bank will do a general banking business, will sell foreign and domestic exchange, steamship tickets of all classes to all points in Europe, issue letters of credit and accept savings accounts. General A. L. Chetlain, an old and respected citizen of Chicago, is the president of the new institution; Louis Hutt, the well-known lumberman, is the first vice-president; B. M. Hair, of Hair & Ridgway, the second vice-president; John G. Schaar, the cashier, and J. E. Henriques, the assistant cashier. Besides General Chetlain, Messrs. Hutt and Hair and Cashier Schaar, the directors are: W. O. Goodman, of the Sawyer-Goodman Co.; A. H. Andrews, of A. H. Andrews & Co.; John McLaren, of John Mason, Loomis & Co.; H. D. Cable, president of the Chicago Cottage Organ Company, and P. G. Dodge, of P. G. Dodge & Co.

The high character of the men who have the management of the new bank is a sufficient guarantee that its affairs will be administered wisely, and that it will be conducted on business principles.

The elegant fire-proof building now being built for this bank will be ready for them about May 1st, and will contain one of the finest safety vaults in the city.

International Bank.—Organized October 21, 1868, as the International Mutual Trust Company, and was changed to its present name in 1871. The first officers were—Frances A. Hoffman, president; Julius Busch, vice-president; and Rudolph Schloesser, cashier. Present officers—B. Loewenthal, president; Leo Fox, vice-president; Bernhard Neu, cashier. Mr. Lowenthal, the president, became connected with the bank in 1870. Capital, $500,000; surplus, January 1, 1892, $125,000. Directors—John Kranz, Louis Wambold, August Bauer, B. New, Ed. Rose, Michael Brand, B. Lowenthal and Leo Fox. Besides doing a general banking business, the International Bank issues circular letters of credits, and draws drafts on all parts of the world. The standing of the International is first-class. Banking house located at 110 La Salle street.

Meadowcroft Bros., Bankers.—Established 1860. Located at the northwest corner of Dearborn and Washington streets. This banking house offers every facility for individuals or merchants who contemplate opening an account or making changes. Aside from the ordinary conveniences of having banking connections, the depositor can make his selection from different classes of deposit contracts, either certificates bearing interest or special deposits with interest. Those desiring safe investment for their funds can be supplied with good real estate securities, or have orders for any bonds or stocks executed. The bank is enabled to offer the advantages of European correspondents both in buying and selling. Location of banking house, northwest corner of Dearborn and Washington sts.

Merchant's Loan and Trust Company.—Organized under the laws of the State of Illinois in 1857. Capital, $2,000,000; surplus, $1,000,000; undivided profits, $613,430. The trustees are—Marshall Field, C. H. McCormick, John DeKoven, Albert Keep, John Tyrrell, Lambert Tree, J. W. Doane, P. L. Yoe, George M. Pullman, A. H. Burley, E. T. Watkins, Erskine M. Phelps, Orson Smith. Present officers—J. W. Doane, president; P. L. Yoe, vice-president; Orson Smith, second vice-president; F. C. Osborn, cashier. This is the oldest and one of the greatest banking houses in Chicago. "Long" John Wentworth was one of the original incorporators, and throughout the latter part of his life was active in the banks's interest. The Merchants' Loan and Trust Company does the general work of a modern Trust company and that of a bank of discount as well.

Milwaukee Avenue State Bank.—Location Milwaukee Avenue and Carpenter street. Take Milwaukee avenue cable line. Capital, $250,000. Successor to the banking house of Paul O. Stensland & Co., the leading financial institution of the northwestern section of the city. The former bank had built up a very large business with the tradespeople of Milwaukee avenue on the great manufacturing concerns contiguous to that important thoroughfare. For this reason it became necessary to increase its capital stock and facilities, and an organization under the State banking laws was effected on September 15, 1891, when the Milwaukee Avenue State Bank was incorporated. The officers of the bank are, president, Paul O. Stensland; vice-president, Andrew C. Lausten; cashier, Charles E. Schlytern; attorney, Donald L. Morill. Directors—John P. Hanson, F. H. Herhold, William Johnson, M. A. LaBuy, A. C. Lausten, John McLaren, Thomas G. Morris, John Schermann, John Smulski, Paul O. Stensland and Soren D. Thorson. The stockholders are all representative business and professional men. Among the more prominent are: Franklin S. Anderson, of John Anderson Publishing Co.; John P. Hansen, cigar manufacturer; F. Herhold & Sons, chair manufacturers; A. J. Johnson & Sons, furniture manufacturers; William Johnson, Vessel owner; Peter Kiolbassa, city treasurer; Andrew C Lausten, president Northwestern Lead & Oil Co.; Richard Prendergast, attorney; Morris Rosenfeld, capitalist; Jesse Spalding, president Spalding Lumber Co.; Paul O. Stensland, Soren D. Thorson, of Central Manufacturing Co, and John R. Walsh, president Chicago National Bank. The following figures show the condition of the business of the bank in January of the present year. Assets; loans and discounts, $458,869.16; furniture, fixtures and lease, $10,201.50; due from banks, $83,250.29; cash on hand, $56,163.71; total, $608,484.66. Liabilities: capital stock, $250,000; undivided profits, $5,237.03; individual deposits, $216.393.68; savings deposits, $136,853.95; total, $353,247.63; grand total, $608,484.66.

This bank does a general business and in addition has a savings department. Teachers, clerks, artisans and wage-workers generally, will find this a convenient and safe place for their savings. Deposits received in this department in amounts of one dollar and upwards, and interest allowed at the usual rates. This bank sells exchange and money orders on foreign countries at the lowest market rates. Drafts, payable on demand, drawn on all principal cities in Europe, and remittances made to any address without risk to the purchaser. Foreign money bought and sold. Connected with this bank are the Milwaukee avenue Safe Deposit Vaults, where private boxes for the safe keeping of documents and other valuables, are rented at $5.00 per year. Entrance through the bank. The high standing and popularity of the president of the bank in his capacity of a private citizen, brings to the institution, of which he is the head, the confidence of the public. Mr. Stensland's time is given almost wholly to the conduct of this institution, and it gives promise of ranking among the great banking houses of the city before very long.

Northern Trust Company.—Organized under the jurisdiction and supervision of the State of Illinois, August, 1889. Capital fully paid in $1,000,000. Present officers—B. L. Smith, president; Charles L. Hutchinson, vice-president; Arthur Heurtley, cashier; Frank L. Hawkey, assistant cashier. Directors—A. C. Bartlett, J. Harley Bradley, H. N. Higinbotham, Marvin Hughitt, Charles L. Hutchinson, A. O. Slaughter, Martin A. Ryerson, Albert A. Sprague, B. L. Smith. Location of banking house, Chamber of Commerce building, southeast corner of Washington and La Salle streets.

Peabody, Houghteling & Co., 59 Dearborn street, Investment Bankers.—Some years before the great fire of 1871 the extensive business done by this firm in mortgage loans upon real estate in Cook county had its origin Mr.

Benjamin E. Gallup was associated with Mr. Peabody in the business, under the firm name of Gallup & Peabody, until 1875 or 1876. The firm earned a high reputation for ability and conservatism, and enjoyed the confidence of a large list of investors. From and after January, 1876, Mr. Gallup's connection with the business having terminated, the business was conducted under the firm name of Francis B. Peabody & Co. Mr. James L. Houghteling became a partner in the business January 1, 1885, and since the name of the house has been as indicated in the caption of this sketch. Their business has kept pace with the growth of the city, and they are now reputed to do the leading business in mortgage loans in this city.

They are known to exercise the greatest care in the valuations of real estate offered for loans, in the examination of title and in ascertaining the character and responsibility of borrowers. By reason of their long experience, fair dealing, promptness and available capital, they are enabled in all conditions of the money market to select the best securities and to deal with the most responsible class of borrowers. They have contributed very largely in making loans upon Chicago property the most popular and desirable of investments.

Their clientage, already very extensive, is rapidly growing, and embraces some of the most prominent financial and educational institutions, both in the East and in Chicago. The first mortgages (principal and interest payable in gold) they have constantly in hand are bought largely for the investment of trust funds, where safety and a fair rate of interest can be combined.

Peterson & Bay, Bankers.—Established 1873. Andrew Peterson and Geo. P. Bay, owners; deal in investment securities, foreign exchange, mortgage loans, make collections and do a general real estate business. Location of banking house—Southwest corner La Salle and Randolph sts.

Prairie State Savings and Trust Company.—Organized February 22, 1861, with a capital of $100,000; increased to $200,000 October 8, 1890; present officers, Charles B. Scoville, president; George Van Zandt, vice-president; George Woodland, cashier. Location of banking house—45 South Desplaines st.

Pullman Loan and Savings Bank.—Located at Pullman, Chicago. Officers: George M. Pullman, president; Edward F. Bryant, secretary; directors, George M. Pullman, Marshall Field, Stephen F. Gale, John W. Doane, Geo. F. Brown, C. R. Cummings, John De Koven, G. Vandersyde and James Chase. Statement of condition, January 1, 1892: Resources: Loans and discounts, $509,982.69; due from banks and depositories, $192,926 26; real estate, furniture and fixtures, $2,827.82; cash, $48,939.74. Total resources, $754,676.51. Liabilities: Capital, $100,000; surplus, $50,000; profit and loss, $7,449.16; dividend unpaid, $3,000; deposits, commercial, $174,598.34; deposits, savings, $419.629.01. Total liabilities, $754,676.51.

Slaughter, A. O. & Co.—Located at 111–113 La Salle street (Chamber of Commerce building); A. O. Slaughter and William V. Baker, proprietors. Mr. Slaughter has been in business here for over twenty-five years, and is considered the best informed authority on railroad bonds and stocks in the city. Mr. Baker is of the old firm of Baker & Parmele, which started as bankers and brokers in 1886. Mr. Parmele died in May, 1890. The firm of A. O. Slaughter & Co. was established in July, 1890. This house ranks among the most solid and reliable institutions of Chicago. Mr. Slaughter's prominence in social and business circles is indicative of the high estimation

MINERAL SPRING WATERS
VANDERCOOK CO. CHI.

[Engraved for The Standard Guide Company.]

A NOTABLE CORNER.—INTERIOR OF DALE & SEMPILL'S DRUG STORE.

[See "Guide."]

in which he is held on all sides. Mr. Baker takes a foremost position among the skillful bank executives of the city. The management of the finances of many great enterprises and of many great estates has been intrusted to this firm during recent years. It is considered one of the most carefully conducted private banking establishments in the country.

Schaffner & Co., Bankers. — Established January, 1878. One of the largest and most responsible private banking houses in the country. Herman Schaffner and A. G. Becker, proprietors and managers. Makes a specialty of handling commercial paper and dealing with manufacturing and business firms. Annual business transacted, about $35,000,000. Its business is confined to the securities and paper of this country, but it has extensive foreign dealings as well. The firm has few equals in the amount of the actual moneyed transactions made in any of the Eastern cities. The successful handling of the immense amount of paper as shown by a single year's business, is as highly gratifying as it is commendatory of the financial ability and acumen of the members of the firm.

Security, Loan and Savings Bank.—Organized August, 1886. Capital, $100,000. Present officers—E. R. Walker, president; D. Rankin, cashier. Location of banking house, 127 La Salle Street.

State Bank of Chicago.—Located at the northeast corner of La Salle and Lake streets (Marine building). Formerly the private banking house of Haugan & Lindgren, established originally 1879. New bank established February 10,1891. Cash capital, $500,000. Officers: H. A. Haugan, president; John H. Dwight, vice-president; John R. Lindgren, cashier. Directors: Thomas Murdoch, A. P. Johnson, H. C. Durand, A. Jurgens, J. M. Larimer, Charles L. Hutchinson, Theo. Freeman, John H. Dwight, P. S. Peterson, H. A. Haugan, John R. Lindgren. The last report of the bank shows the following as its condition Dec. 31, 1891: Loans and discounts, $1,543,957.69; bonds, $12,992.47; furniture and fixtures, $5,800; cash and due from banks, $503,589.01; total resources, ($2,066,339.17; liabilities—cash capital, $500,000; undivided profits, $50,868.37; deposits, $1,515,470.80; total liabilities, $2,066,339.17.

Union Trust Company.—Organized under the laws of the State of Illinois, April 20, 1870. Present officers — S. W. Rawson, president; E. F. Pulsifer, vice-president; G. M. Wilson, cashier; F. L. Wilk, assistant cashier. J. H. Pearson and James Longley, in addition to the above, constitute the Directory. Capital and surplus, $1,000,000. Location of banking house, northeast corner of Madison and Dearborn streets.

Western Trust and Savings Bank.—Organized under the name of Western Investment Bank, in 1884. Reorganized under its present name, January, 1890. Present officers—William Holgate, president; E. Jennings, vice-president; William P. Kimball, second vice-president. Capital, $100,000. Location of banking house, Washington street and Fifth ave.

CEMETERIES.

There are many beautiful burying grounds within the present corporate limits of the city, and in the immediate suburbs. There are no old graveyards, or church-yards, such as may be seen in the cities and towns of Europe, or in the older cities of this continent, within the business district. The only remains of a cemetery to be seen in the old city is the tomb of the Couch family, which still holds its place in Lincoln Park, a great portion of which covers the site of an old graveyard. [See Lincoln Park.] There are no church-yards in existence in any part of the West. The different cemeteries, together with the means of reaching them, are pointed out below.

Anshe Maariv Cemetery.—Located at North Clark st. and Belmont ave. Take Evanston Division of Chicago, Milwaukee & St. Paul railroad or North Clark st. cable line.

Austro-Hungarian Cemetery.—Located at Waldheim, 10 miles from the City Hall. Take train at Grand Central depot, via Chicago and Northern Pacific railroad. Train leaves at 12:01 p. m. daily, including Sundays, running direct to the new cemetery station, immediately adjoining Waldheim, Forest Home and the Jewish Cemeteries. [See Waldheim Cemetery.]

Beth Hamedrash Cemetery.—Located at Oakwoods, Sixty-seventh st. and Cottage Grove ave. Take Cottage Grove ave. cable line or Illinois Central train, foot of Randolph or Van Buren st. [See Oakwoods Cemetery.]

B'nai Abraham Cemetery.—Located one-half mile south of Waldheim, nine and one-half miles from the City Hall. Take train at Grand Central depot, via Chicago and Northern Pacific railroad. Trains leave at 12:01 daily, including Sundays. [See Waldheim Cemetery.]

B'nai Shilom Cemetery.—Located on North Clark st. and Graceland ave. Take North Clark st. cable line, or Evanston Division of Chicago, Milwaukee & St. Paul railroad.

Calvary Cemetery.—Located south of and adjoining the village of South Evanston, ten miles from the City Hall. Take train at Wells St. depot, via Chicago & North-Western railway, or at Union depot, via Evanston Division of Chicago, Milwaukee & St. Paul railroad. This is the largest and oldest of the Roman Catholic cemeteries. It is situated beautifully, fronting Sheridan road and Lake Michigan. The cemetery is laid out with great taste. There are many costly and handsome tombs and monuments to be seen here. Among the latter is one erected to the memory of Colonel Mulligan, the hero of Lexington. The tombs of the leading Roman Catholic families of Chicago are located here. This burying ground was consecrated in 1861. The interments have exceeded 25,000. Trains leave on both lines for Calvary at brief intervals daily, including Sundays.

Cemetery of the Congregation of the North Side.—Located at Waldheim, ten miles from the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Trains leave at 12:01 daily, including Sundays.

Chebra Gemilath Chasadim Ubikar Cholim Cemetery.—Located on N. Clark st., south of Graceland Cemetery. Take train on Evanston Division of Chicago, Milwaukee & St. Paul railroad, or N. Clark street cable line. [See Graceland Cemetery.]

Chebra Kadisha Ubikar Cholim Cemetery.—Located on N. Clark st., south of Graceland Cemetery. Take train on Evanston Division of Chicago, Milwaukee & St. Paul railroad, or N. Clark street cable line. [See Graceland Cemetery.]

Concordia Cemetery.—Located about nine miles west of the City Hall on Madison st., beside the Desplaines river. [See Forest Home Cemetery.]

Forest Home Cemetery.—Located about nine miles west of the City Hall on Madison st., beside the Desplaines river. Concordia Cemetery adjoins this burying ground. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Its eighty acres comprise a portion of the ground once constituting Haase's park, a noted resort of its day. This cemetery is beautifully situated and laid out with great taste. The interments in Forest Home Cemetery and Concordia Cemetery combined have numbered about 15,000.

Free Sons of Israel Cemetery.—Located at Waldheim, ten miles from the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. [See Waldheim Cemetery.]

German Lutheran Cemetery.—Located on N. Clark st., se. cor. of Graceland ave. Take N. Clark street cable line. This cemetery belongs to the St. Paul and Emanuel Luthern Churches.

Graceland Cemetery.—Located on North Clark street, five miles from the City Hall. Take train at Union depot, via Evanston Division Chicago, Milwaukee & St. Paul railroad for Buena Park, the beautiful station of which suburb faces the main entrance of the cemetery, or take the North Clark street cable line. Better still, the visitor will enjoy a magnificent carriage ride by way of the North Side Water Works, Lake Shore Drive, Lincoln Park, through Lake View and some of the most charming of the Northern suburbs, to this cemetery. The Graceland Cemetery Company was organized under a special charter in 1861. William B. Ogden, Edwin H. Sheldon, Thomas B. Bryan, Sidney Sawyer, and George A. Healy being the first incorporators. The charter confers ample powers for the maintenance and preservation of the cemetery. All burial lots are declared exempt from taxation, and from execution and attachment; no street or thoroughfare can be laid out through the cemetery; nor can any part of the grounds be condemned for right of way by any other corporation for any purpose whatever. Under the charter ten per cent. of the gross proceeds of all sales of burial lots are set apart as a sinking fund for the perpetual maintenance of the cemetery grounds. This fund is held and managed by trustees elected by the lot holders, and is under their sole control. These trustees are also authorized to take any grant or bequest in trust, and to apply the same in such manner as the donor or testator may prescribe, for the care or embellishment of any particular lots. Save for the building of a receiving vault, nothing has been taken from the general sinking fund during thirty years; and this fund at the past rate of increase will, within a few years, reach $250,000; which sum the trustees propose to retain as a permanent capital, whereof the income shall be devoted to the purposes of their trust. The trustees of this fund will be recognized as among Chicago's most prominent and honored citizens, viz.: William Blair, J. W. McGenniss, Daniel Thompson, E. W. Blatchford, George C. Walker, Hiram Wheeler, Edwin H. Sheldon, Jerome Beecher, A. J. Averill, John De Koven, Henry W. King; Hiram Wheeler, president; Edwin H. Sheldon, vice-president; Jerome Beecher, treasurer; George C. Walker, secretary. The site of Graceland is admirably adapted for a burial ground. It extends for a mile along an elevated and handsome ridge, whose natural beauty has been enhanced by every appliance of taste and art. The superintendent, O. C. Simonds, is an accomplished landscape gardener and civil engineer, and under his direction Graceland will bear comparison with any cemetery in the United States. Stone coping, hedges and side-paths are dispensed with. The entire planting is done under the direction of the superintendent, and each section resembles a beautiful lawn covered with green turf and dotted with shrubs and graceful trees. In this City of the Dead the voices of Nature breathe comfort into the hearts of the sorrowful, and whisper of hope and consolation. The cemetery has become a garden whose beauty renders less sombre the solemn associations of the tomb. If the mourner sees in the flowers which are laid upon the new-made grave an emblem of the cherished form which is buried from his sight, he also sees in the blossoms which bloom around him the emblem of its resurrection.

Hebrew Benevolent Society Cemetery.—Located South of Graceland Cemetery and may be reached in a similar manner.

Moses Montefiore Cemetery.—Located at Waldheim, ten miles from the City Hall. [See Waldheim Cemetery.]

Mount Greenwood Cemetery.—Located one-half mile west of Morgan Park, a suburb, fourteen miles south of the City Hall. Take trains at the Van Buren Street depot, via Chicago, Rock Island & Pacific railway.

Mount Hope Cemetery.—Projected; to be located at Washington Heights, south of the city.

Mount Olive Cemetery.—Located at Dunning, nine miles west of the City Hall. Take train at Union depot, via Chicago, Milwaukee & St. Paul railroad. This is a beautiful cemetery and is the burying-place of Scandinavian families. The secretary and treasurer is Mr. Paul O. Stensland.

Mount Olivet Cemetery.—Located one-half mile west of the suburb of Morgan Park. Take train at Dearborn station, via Chicago & Grand Trunk railway.

Oakwoods Cemetery.—Located on Sixty-seventh street and Cottage Grove avenue. Take Illinois Central railroad, foot of Randolph or Van Buren street, or Cottage Grove avenue cable line. This cemetery was laid out in 1864. It includes 200 acres of ground beautifully laid out on the "lawn plan." A charming drive to the cemetery is via Michigan and Grand boulevards and Washington Park. This, Rosehill and Graceland are the three prominent native Protestant burying grounds of the city.

Ohavey Emunah Cemetery.—Located at Waldheim, ten miles from the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Trains leave at 12:01 P. M. daily, including Sundays. [See Waldheim Cemetery.]

Ohavey Scholom Cemetery.—Located at Oakwoods, Sixty-seventh street and Cottage Grove avenue. Take Cottage Grove Avenue cable line or Illinois Central train, foot of Randolph or Van Buren street. [See Oakwoods Cemetery.]

Rosehill Cemetery.—Located seven miles northeast of the City Hall. Take train at Wells Street depot, via Milwaukee Division of Chicago & North-Western railroad. The Rosehill Cemetery Company was chartered February 11, 1859. This burying ground covers at present about 500 acres, but extensions can be made. Two hundred additional acres have already been platted and improved. It is the most beautiful cemetery in the vicinity of Chicago and contains many handsome and costly tombs and monuments, the most prominent of the latter being the soldiers' monument at the head of the main avenue. Large numbers of those who were once the leading men of the city are interred here, and the inscriptions on the tombs are interesting to the students of Chicago history. The green-houses and conservatories of Rosehill are very handsome and extensive. The ground slopes down to the railroad track and forms a beautiful landscape. It is thickly wooded with fine trees, and a large lake adds greatly to its beauty. This cemetery may be reached easily by carriages, via Lake Shore drive, Lincoln Park, Graceland and some of the most cheering of the northern suburbs. Among the things which will at once strike the visitor with admiration is the handsome entrance arch.

Sinai Congregational Cemetery.—Located at Rosehill. [See Rosehill Cemetery.]

St. Boniface Cemetery.—Located on N. Clark st., cor. of Lawrence ave. Take North Clark street cable line. This is the German Roman Catholic Cemetery.

Waldheim Cemetery.—Located ten miles west of the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Funeral train leaves at 12:01 P. M. daily, including Sundays, running direct to the new cemetery station, immediately adjoining Waldheim, Forest Home and the Jewish cemeteries. Here are interred the anarchists executed for connection with the Haymarket bomb-throwing. [See Haymarket Massacre.] A number of burying-grounds are located in this vicinity.

Zion Congregation Cemetery.—Located at Rosehill. [See Rosehill Cemetery.]

CHARITIES.

Charity aboundeth in Chicago. It is estimated that the amount voluntarily subscribed annually for charity, and in support of charitable institutions in Chicago, exceeds $3,000,000. Hospitals, which are supported either by public or private charity, are not included under this heading. Neither are reformatory institutions. The following are the leading charitable works and institutions of the city.

Recognized Charities.—Following is a list of the recognized or deserving charities of the city, which includes every character of organized work, with addresses:

ASYLUMS AND HOMES.—American Educational Aid Society.—Finds homes for children. Nursery located at 238 Sixty-sixth st. Older children at Aurora, Ill., till homes are found. Office, room 41, 232 La Salle st. Chicago Industrial School for Girls. (Catholic.)—A home for girls from 4 to 18 years of age. Cor. Indiana ave. and 49th st. Chicago Nursery and Half-Orphan Asylum.—Pay and free. 175 Burling st. and 855 N. Halsted st. Chicago Orphan Asylum.—2228 Michigan ave. Children's Aid Society.—Receives suitable homeless and destitute children, and places them in family homes. Also finds homes for mothers with one child. Home on Indiana ave., near 31st st. Office, room 44, 204 Dearborn st. Church Home for Aged Persons. (Episcopal.)—Ladies only. Terms, $5.00 per week, or life contract, $300. 4327 Ellis ave. Cook County Insane Asylum.—Telephone 4334, Dunning, Ill. Cook County Poor House.—Telephone 4334, Dunning, Ill. Application for admission should be made at the office of the County Agent, 128 S. Clinton st. Danish Lutheran Orphan's Home.—Free (unless friends are able to pay). 69 Perry ave., Maplewood. Erring Woman's Refuge.—For the reformation of fallen women. Free. Telephone 10162, 5024 Indiana ave. Foundling's Home.—Free. 114 S. Wood st. German

Old People's Home.—both sexes. Admission, $300. Harlem, Cook Co. Gurdian Angel Orphan Asylum. (German Catholic.)—Havelock P. O., Cook Co. Holy Family Orphan Asylum. (Catholic.)—Cor. Holt and Division sts. Home for Crippled Children. —91 Heine st. West North avenue cars to Heine st. Home for the Aged. (Catholic.)—(Little Sisters of the Poor.) Both sexes. Free. 29 and 31 E. 25th st.; W. Harrison, cor. Throop, and Sheffield ave., cor. Fullerton ave. Home for Convalescents.—Convalescents are boarded out in families at the rate of $5.00 per week. Address Dr. Delafield, 4333 Ellis ave. Home for the Friendless.—Temporary home for women and children. Homeless and abandoned children are placed in permanent homes. Telephone 8194. 1926 Wabash ave. The Chicago Relief and Aid Society owns certain rights in this institution. Home for Incurables—Both sexes. Pay and free. Telephone 10074; Ellis ave., cor. 56th st. Home for Self-supporting Women.—All the inmates are required to pay. Telephone 3710. 275 Indiana st. Home for Unemployed Girls. (Catholic.)—House of the Good Shepherd. Market st., cor. of Elm. Home of Industry.—Discharged male prisoners. 234 Honore st. House of the Good Shepherd. (Catholic.)—Reformatory institution for young girls. N. Market st., cor. Hill. House of Providence. (Catholic.)—(Mercy Hospital.) For unemployed girls. Calumet ave., cor. 26th st. Illinois Industrial School for Girls.—Reformatory institution for young girls. South Evanston, Ill. Illinois Industrial Training School for Boys. Free. Glenwood Park, Ill. Illinois Masonic Orphan's Home.—447 Carroll ave. IllinoisSoldiers' Orphans' Home.—Government institution. Free. Normal, Ill. Illinois Women's Soldiers' Home.—1408 Wabash ave. Martha Washington Home.—For inebriate women. Telephone 12181. Graceland ave., cor. Western ave. Newsboys' and Bootblacks' Home. Pay and free. 1418 Wabash ave. Old People's Home.—Ladies only. Admission, $300 and furniture for one room. Indiana ave., cor. of 39th st. The Chicago Relief and Aid Society owns twenty-five rooms in this institution, for which application may be made at its office, 51 and 53 La Salle st. Servite Sisters' Industrial Home for Girls. (Catholic.)—1396 W. Van Buren st. Soldiers' Home.—The Home is abolished, but the money is distributed, by members of its Board, to old soldiers or their families, at the Chicago Relief and Aid Society, 51 and 53 La Salle st. St. Joseph's Asylum for Boys. (Catholic.)—Crawford ave., bet. W. Diversey and W. Belmont. St. Joseph's Home for the Friendless. (Catholic.)—An industrial school and home for girls, and school for the deaf. 409 S. May st. St. Joseph's Orphan Asylum. Catholic.)—Both sexes. 35th st., cor. Lake ave. St. Mary's Training School for Boys. (Catholic.)—Free. Feehanville, Cook Co., Ill. St. Vincent's Infant Asylum and Maternity Hospital. (Catholic.)—191 La Salle ave. Telephone 3282 Swedish Home of Mercy.—Men and Women. Free. Bowmanville, Ill. The Bethany Home of the Swedish M. E. Church for Aged Women.—Sheridan road and Rinn ave. Uhlich Evangelical Lutheran Orphan Asylum. (German.)—221 Burling st., cor. Center. Waifs' Mission.—Home and School for Boys. Pay and free. 44 State st. Washingtonian Home.—Men only. Pay and free. Telephone 7028. 566 W. Madison st. Western Seaman's Friend Society.—Sailors. Pay and free. 32 N. Desplaines st. Working Boys' Home and Mission of our Lady of Mercy.—Pay and free. 361 W. Jackson st. Young Women's Christian Association. Good board and wholesome surroundings at a very low rate, for skilled workingwomen. 288 Michigan ave. Young Women's Christian Association.—Home for Transients. Nominal price or free. 362 W. Jackson st. An agent is also sent to meet incoming trains. Employment office and dispensary, 240 Wabash ave.

FREE DISPENSARIES.—Armour Mission Dispensary, Cor. of 33d st. and Armour av. Bethesda Mission Dispensary, 406 Clark st. Chicago Polyclinic Dispensary, 176 E. Chicago av. Free Dispensary for the Poor. Telephone 8343, 2625 Dearborn st. Medical Mission Dispensary, 2242 Wentworth av. W. S. W. C. T. U. Dispensary, Hours from 2 to 4 P.M., 870 W. Madison st. In addition to the above, dispensaries will be found in connection with every Hospital and Medical College.

FREE EMPLOYMENT BUREAUS.—Children's Aid Society.—For boys', Room 44, 204 Dearborn st. German Society.—For men, 49 La Salle st. Provident Laundry of the Home for Self-Supporting Women.—Instructs laundresses and gives employment to needy women. Telephone 3710. 275 E. Indiana st. The Helping Hand.—For men, N. E. cor. Washington boul. and Clinton st. Waifs' Mission.—For boys, 44 State st. Wood Yard of the Chicago Relief and Aid Society.—For men. Telephone 3415. 395 N. Clark st. Young Men's Christian Association.—For men and boys. Telephone 359, 148 Madison st. Young Women's Christian Asso. Employment found for governesses, book-keepers, office clerks, seamstresses, etc., room 61, 243 Wabash av.

DAY NURSERIES AND CRECHES.—Bethesda Mission Creche, 406 S. Clark st. Hull House Creche, 221 Ewing st. Margaret Etter Creche, 2356 Wabash av. Talcot Day Nursery No. 1, 169 W. Adams st. Talcott Day Nursery No 2, 581 Austin av. Unity Church Creche, 80 Elm st.

FREE NURSES AND TRAINING SCHOOLS FOR NURSES.—Bethesda Deaconess Institution (German)—Free nurses for the poor may be obtained, 30 and 32 Belden pl. Chicago Deaconess' Home.—Free nurses for the poor may be obtained, 221 E. Ohio st. Chicago Training School.—Free, 114 Dearborn ave. Clara Barton Training School for Nurses.—All pay, 3411 Cottage Grove ave. Illinois-Training School for Nurses.—In connection with Cook County Hospital, telephone 7155, 304 Honore st., near W. Harrison st. Michael Reese Hospital Training School.—Twenty-ninth st., cor. of Groveland ave. Norwegian Deaconess' Home.—Free nurses may be obtained, 190 Humboldt st. Poor Handmaids of Jesus Christ (Catholic).—Day nurses, pay and free, 212 Hudson ave. and 52 Newberry ave. Provident Hospital Training School (colored).—Dearborn st., cor. of 29th. Sisters of Mary (Episcopal).—Visit among the sick, 215 Washington blvd. St. Luke's Hospital Training School.—1420 Wabash ave. Training School of the Hospital for Women and Children.—W. Adams st., cor. of Paulina. Visiting Nurse Association.—Free nurses may be obtained for poor people; North Side, telephone 3002, Northwest Side, telephone 4518; South Side, telephone 8166; West Side, telephone 7134; office, 59 Dearborn st. Woman's Hospital Training School.—32d st., nw. cor. Rhodes ave.

HOSPITALS.—Alexian Brothers Hospital. (Catholic). Men and boys. All diseases except contagious. Pay and free. Telephone 3467. 539 N. Market st. The Chicago Relief and Aid Society owns eighteen beds in this Hospital, for which application may be made at its office, 51 and 53 LaSalle st. Augustana Hospital. (Swedish). Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 3022. 151 Lincoln ave. Baptist Hospital. Pay and free. 541 N. Halsted st. Bennett Hospital. Both sexes. All pay patients. Telephone 7091. Ada st., cor.

Fulton. Chicaga Emergency Hospital. Both sexes and all ages. All diseases except contagious. Surgery a specialty. Pay and free. 191 Superior st. Chicago Homœopathic Hospital. Both sexes and all ages. All diseases except contagious. All pay patients. Telephone 7291. S. Wood st., cor. York. Chicago Hospital for Women and Children. All diseases except contagious. Pay and free. Telephone 7071. W. Adams st., cor. Paulina. The Chicago Relief and Aid Society owns twenty-five beds in this Hospital, for which application may be made at its office, 51 and 53 LaSalle st. Chicago Charity Hospital. Both sexes and all ages. All diseases except contagious. All patients free. 59 Plymouth Place (3d ave). Chicago Eye and Ear Infirmary. Free. Tuesdays and Thursdays, from 2 to 4 o'clock. 2813 Groveland ave. Chicago Maternity Home. (Lying in Hospital.) All pay patients. Telephone 3627. 1619 Diversey st. Chicago Polyclinic Hospital. All pay patients. Telephone 3586. 176 E. Chicago ave. Cook County Hospital. All ages and both sexes. All diseases. Free. Telephone 7133. W. Harrison st., cor. Wood. German Hospital. Both sexes and all ages. All diseases except contagious. Half its beds free. Telephone 3376. 754 Larrabee st. Hahnemann Hospital. Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 8104. 2811 Groveland ave. The Chicago Relief and Aid Society owns fifteen beds in this Hospital, for which application may be made at its office, 51 and 53 LaSalle st. Illinois Charitable Eye and Ear Infirmary. State Institution. Boarding and dispensary patients. All free. Telephone 4048. 227 W. Adams st. The Chicago Relief and Aid Society owns rooms for twenty patients in this Institution, for which application may be made at its office, 51 and 53 LaSalle st. Lake Side Hospital. Surgery a specialty. All pay patients. Telephone 10221. Marine Hospital. Sailors. Government Institution. Special provision for contagious diseases. Free. Telephone 12107. N. Halsted st., near Graceland ave. Maurice Porter Memorial Free Hospital for Children. 606 Fullerton ave. Mercy Hospital.(Catholic.) Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 8267. Calumet ave., cor. 26th st. The Chicago Relief and Aid Society owns forty beds in this hospital, for which application may be made at its office, 51 and 53 LaSalle st. Michael Reese Hospital. (Jewish.) All ages and both sexes. Pay and free. Telephone 8212. 29th st., cor. Groveland ave. National Temperance Hospital. All ages and both sexes. All pay patients. Telephone 8341. 3411 Cottage Grove ave. Presbyterian Hospital. Both sexes. All diseases except contagious. Pay and free. A convalescent Department is attached to this Hospital. Telephone 7189. W. Congress st., cor. S. Wood. Provident Hospital. (Colored.) Pay and free. S. W. cor. 29th and Dearborn sts. St. Joseph Hospital. (Catholic.) Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 3543. 360 Garfield ave., cor. Burling st. The Chicago Relief and Aid Society owns thirty beds in this Hospital, for which application may be made at its office, 51 and 53 LaSalle st. St. Luke's Free Hospital. (Episcopal.) Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 8438. 1420 Indiana ave. The Chicago Relief and Aid Society owns twenty-eight beds in this Hospital, for which application may be made at its office, 51 and 53 LaSalle st.) St. Elizabeth Hospital. (Catholic.) Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 7329. Davis st., cor. Thompson. West North Avenue cars to Davis st. Wesley Hospital. (Methodist.) Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 2415. 355 Ohio st. Woman's Hospital of

[Engraved for The Standard Guide Company.]

THE GRANT LOCOMOTIVE WORKS.

[See "Great Industries."]

Chicago. Women only. Pay and free. Telephone 8353. 32d st., cor. Rhodes ave.

MISSIONS AND MISCELLANEOUS.—ANCHORAGE MISSION.—A temporary home for friendless girls, including fallen women and discharged female prisoners. 125 Plymouth pl. (Third ave.) ARMOUR MISSION INDUSTRIAL SCHOOL.—For boys and girls. (See list of Creches and Kindergartens.) Telephone 8390. Cor. 33d st. and Armour ave. BETHESDA MISSION.—Cheap lodging house for men. (See also list of Creches and Kindergartens.) 406 S. Clark. BUREAU OF JUSTICE.—Legal protection against injustice for those who are unable to protect themselves. 154 Lake st. CHICAGO EXCHANGE FOR WOMAN'S WORK—Work of indigent women sold at a commission of 10 per cent. Telephone 2912. 209 Wabash ave. CITIZEN'S LEAGUE OF CHICAGO.—Prosecutes sellers of liquor to minors. Telephone 1437. Rooms 31 and 32, 116 La Salle st. G. A. R. CENTRAL RELIEF COMMITTEE.—G. A. Soldiers, 453 S. Canal st. ILLINOIS WOMAN'S ALLIANCE.—First Friday of every month. Parlor O, Palmer House. IMMEDIATE AID MISSION AND INDUSTRIAL DAY SCHOOL.—2917 S. Clark st. LAKE GENEVA FRESH AIR ASSOCIATION.—President, E. E. Ayer, 481 N. State st. LINCOLN PARK SANITARIUM.—Address Miss Harriet M. Dewey, Daily News. MINNETONKA WORKING WOMEN'S HOME.—A cheap boarding house for women, 21 S. Peoria st. PROTECTIVE AGENCY FOR WOMEN AND CHILDREN—Protection and defence of the rights of women and children against wrongs of any nature. Telephone 1782. 828 Opera House Bldg. THE MUTUAL MEDICAL AID ASSOCIATION.—By paying $10 per year, medical aid will be furnished. Telephone 2519. Room 317, Northern Office Bldg., sw. cor. La Salle and Lake sts. THE UNION TRAINING SCHOOL.—Industrial school for boys and girls. Meets every Saturday morning. 1086 W. Lake st. UNITY CHURCH INDUSTRIAL SCHOOL FOR GIRLS.—(See list of Creches and Kindergartens. 80 Elm st. WESTERN SOCIETY FOR THE SUPPRESSION OF VICE.—For the suppression of obscene literature, etc. Address H. D. Penfield, 148 La Salle st.

SOCIETIES.—CHICAGO RELIEF AND AID SOCIETY.—Non-sectarian. Give temporary aid to the better class of poor. Also owns two hundred and fourteen beds in private hospitals, twenty-five rooms in the Old People's Home, and certain rights in the various Orphan Asylums, Newsboys' Home, Eye and Ear Infirmary, Home for the Friendless, Foundling's Home, etc., etc. Gives temporary employment to men at its wood yard, through which permanent work is often found for them. Telephone 773. Office, 51 and 53 La Salle st. DANISH RELIEF SOCIETY.—President, Fritz Frantzen, 296 Milwaukee ave. GERMAN SOCIETY FOR THE PROTECTION OF IMMIGRANTS AND THE FRIENDLESS.—Gives aid in cash and otherwise. Also finds work for immigrants. 49 La Salle st. HYDE PARK RELIEF SOCIETY.—President, Mrs. George Driggs. 5361 Cornell ave. ILLINOIS HUMANE SOCIETY.—For the prosecution of persons guilty of cruelty to persons or animals. Telephone 65, room 43, Auditorium Bldg. LUXEMBOURG SOCIETY. For Luxembourgers only. 49 La Salle st. NORWEGIAN SOCIETY.—Temporary aid to Norwegians. First and third Monday in every month. President, John Blegen. 164 Randolph st. RUSSIAN REFUGEE CHARITY ASSOCIATION.—General relief to Hebrew Russian Refugees. 567 S. Halsted st. SCANDINAVIAN BETHANY AID SOCIETY. Second Monday of each month. Secretary, Adolf Monsen, 244 W. Erie st. 330 W. Indiana st. ST. ANDREWS' SOCIETY.—Temporary aid to Scots. First Thursday in February, May, August, and November. Secretary, James Duncan, Sherman House. St. George's Benevolent Society.—Temporary aid to stranded Englishmen. First Monday of each month, at St. George's Hall, 182 Madison. President, Alexander Cook; secretary, W. C. Hill. Svea Society.—For Swedes only. First and third Thursdays in each month. Chicago ave., ne. cor. Larrabee st. Swiss Benevolent Society.—For Swiss only. Second Monday of each month, at 8 P. M. Uhlich's Hall, Clark st., sw. cor. Kinzie. St. Vincent de Paul Society.—A branch of this Society is found in nearly every Catholic church, for the relief of its poor. The Helping Hand.—Lodging House for men. They pay by sweeping streets, or doing other work; ne. cor. Washington blvd. and Clinton st. United Hebrew Relief Association.—Aid given in cash, and permits to the Jewish Hospital and Jewish Orphan Asylum. Room 50, 161 La Salle st. Visitation and Aid Society.—(Catholic.) Visit and investigate among the poor. The aid given is mostly spiritual. Room 5, 124 Dearborn st.

American Educational and Aid Association.—V. B. Van Arsdale, superintendent, explains the character and scope of the organization as follows: "We have 1,000 local advisory boards composed of representative citizens in as many towns and communities, whom we have made known to their counties and committees through the local notices by the press, and through notices read from the pulpits, as well as by our printed matter. A homeless and needful child, as soon as it is known, is reported to some of this local board, which reports the same to me as general superintendent. In the city of Chicago we have local boards in the various churches, as the result of resolutions passed in their ministerial associations. Besides these local advisory boards we have the co-operation of the members and friends of our association and the various institutions where homeless children are sent. We send these children who come to our care to the temporary Homes at Englewood and Aurora. Our work is sustained by voluntary contributions. The total expense of every kind for the rescue of these children and placing them in families, where a large per cent. of them become worthy citizens, is less than $50 per child."

The American Educational Aid Association has become familiarly known as the Children's Home Society of Chicago, and the following lines have been adopted as its popular symbol and motto:

Give thy mite, give golden treasure,
Freely as to child thine own;
Give thy heart in loving measure:
Help a child to find a home.

The following names appear in the list of patronesses: Mrs. John Woodbridge, Mrs. P. E. Studebaker, Mrs. H. N. May, Mrs. N. R. Chittenden, Mrs. Francis Lackner, Mrs. Benton J. Hall, Mrs. William Dunn, Mrs. J. D. Gillett, Rev. Florence E. Kollock, Mrs. Richard J. Oglesby, Mrs. John M. Palmer, Mrs. E. F. Lawrence, Mrs. A. P. Miller, Mrs. G. W. Mathews, Mrs. A. C. Mather, Mrs. Solomon Thatcher, Jr.; Mrs. Myra Bradwell.

Following are the officers: John Woodbridge, president; Thomas Galt, recording secretary; Edward F. Lawrence, treasurer. Directors: R. D. Scott, F. J. Walton, N. H. Axtel, J. W. Conly, E. C. Moderwell, J. W. Allen, Henry Augustine, F. M. Gregg, William T. Baker, Ferd W. Peck, E. F. Lawrence, E. B. Butler, Francis Lackner, S. A. Maxwell, William H. Litchfield, W. L. Tamblyn, A. H. Wheeler, Judge M. F. Tuley, Joseph Badenoch, J. C. Armstrong, A. K. Perry, E. P. Savage, George K. Hoover, Fred H.

Wines, D. F. Carnahan, Judge J. P. Altgeld, M. W. Haynes, F. B. Tobey, J. S. Jenckes, R. W. McClaughry, Mrs. J. M. Flower, Dr. Winnie M. Cowan, Dr. C. Northop.

This society has placed 1,800 children in good homes during the last nine years. One child, on an average, is now placed every day. Location of office, 230 LaSalle st.

Armour Mission.—Located at Butterfield and Thirty-third streets, take State street cable line. Directors—Philip D. Armour, J. O. Armour, William J. Campbell, John C. Black, P. D. Armour, Jr., Edwin Barritt Smith; Rev. Howard H. Russell, pastor; established in November, 1886. This magnificent charity owes its origin to a provision in the will of the late Joseph F. Armour, bequeathing $100,000 for the founding of such an institution. He directed that the carrying out of his benevolent design should be chiefly intrusted to his brother, Mr. Philip D. Armour, who, accepting the trust so imposed, has given to it the same energetic and critical attention that he has given to his private affairs. He has greatly enlarged upon the original design and in consequence has added enough from his own resources to his brother's bequest of $100,000 to make the present investment about $1,000,000. Armour Mission is incorporated under the laws of Illinois. In addition to the Mission building proper, the Armour Mission corporation owns the Armour Mission Flats, consisting of 194 separate flats. The entire revenue derived from the rental of these flats is used for the maintenance of the Mission and its departments. The corporation also owns adjoining ground upon which Mr. Armour has recently erected a manual training school, not yet ready for occupancy. The Mission is a broad and wholly non sectarian institution. It is free and open to all, to the full extent of its capacity, without any condition as to race, creed or otherwise. Mr. Armour believes that children develop into manhood and womanhood according to their early training and surroundings, and that much can be done for the advancement of mankind by lending a helping hand to children and youth. His deep interest in the welfare of the young has found expression in the Mission and no money he has ever expended has yielded him more genuine satisfaction and pleasure than the large sum he has here invested and set apart to be forever used for the moral, intellectual and physical advancement of the young. The Mission building proper is located at the corner of Armour avenue and Thirty-third street and is constructed in the most solid and substantial manner, the material used being pressed brick and brown stone. The woodwork throughout is of polished oak and the furnishings are complete and in entire harmony with the solid character of the building. The first floor consists of a large room fitted up to receive the Creche or day nursery, the kitchen, day room, kindergarten room, reading room, vault, closets, bath rooms, coal and furnace cellar, and the four dispensary rooms. The second floor consists of the main audience room, eight class rooms, adjoining pastor's study, officers' room, library, spacious halls, and two large side rooms to be used for Sunday-school purposes or for small meetings. The third floor contains a very large and handsomely-fitted-up lecture room. The main audience room will accommodate about 1,300 persons. The building when taxed to its full capacity will accommodate a Sunday-school of about 2,500 persons. The audience room is provided with a large pipe-organ. With its colored glass windows, its tasteful frescoing and symmetrical form, it is one of the most beautiful rooms of its class. The seats bring the audience near to the speaker and the acoustic properties are of the best. One of the best features of this room is the arrangement by which it can be made into a small or large room, as may be required. The kindergarten and the free medical dispensary departments are worthy of the special attention of the visitor. The kindergarten will accommodate about 170 little pupils comfortably and is open to children under the age of seven years. Upon the completion of the training school the kindergarten will be removed to that building. It has the care of 200 pupils. Visitors are greatly pleased with its work and with the bright faces and cleanly appearance of the little ones. The free dispensary of the mission is in charge of Dr. Swartz, a skillful physician and surgeon, who is provided with all necessary assistants. Treatment and advice are given and prescriptions filled without charge; but it is intended that none shall receive either unless unable to pay for them. An average of about forty patients a day are treated at the dispensary and a much larger number provided with drugs and medicines entirely free of charge. The Sunday-school has always been of special interest to the many who visit the mission. The school numbers about 2,200 enrolled members. The average attendance for last year was about 1,600. In 1890 it was 1,400. In 1889 the average was 1,252. There are now thirty officers and 113 teachers. The Armour Mission flats (194 in number) are located at the intersection of Thirty-third, Thirty-fourth and Dearborn streets and Armour avenue, occupying both sides of Armour avenue and the west side of Dearborn street entirely, between Thirty-third and Thirty-fourth streets, and the north side of Thirty-fourth and a portion of the south side of Thirty-third, between Dearborn street and Armour avenue. It is a most desirable location, being convenient to down-town and cross-town street car lines and to regular railroad suburban passenger service. The buildings are models of modern architectural skill, both in exterior appearance and in interior arrangement and finish. The flats rent from $17.50 to $35 per month each, which includes water rent, day janitor service, night watchman service, hall lights and the care of halls and grounds.

Following are the usual weekly "announcements:" SUNDAY—Morning worship for children and families, 11 A. M. Evening, Gospel meeting at 8 o'clock. Sunday-school at 3 P. M. Young people's meeting at 7 P. M. MONDAY—Temperance meeting at 8 P. M. on the first Monday of each month. WEDNESDAY—Children's Choral Class from 4 to 4:30 P. M. FRIDAY—Service for Praise and Bible Study, at 8 P. M. SATURDAY—Industrial School: Boys, 10 to 12 A. M.; Girls, 2 to 4 P. M. The Armour Mission Boys' Batallion is an organization of four companies of boys, numbering 175, for military drill and personal improvement. The boys are pledged against the use of tobacco, intoxicating liquor and vulgar and profane language. This line of work for the boys is a great success. The drills of the Batallion are conducted by Col. W. C. Johnson, on Monday, Tuesday, Thursday and Friday evenings of each week, at 7:45. NOTES.—The Kindergarten is open from 9 A. M. to 12 M. on every week day except Saturday. One hundred boys and girls from four to seven years of age are accommodated. The Dispensary is open daily except Sunday, from 9 A. M. to 11 A. M. It is free to all who are unable to pay for medicine or medical attendance, or both. *The Visitor* is published monthly, for gratuitous distribution in the Sunday-school.

Bureau of Justice.—An organization, first, to assist in securing legal protection against injustice for those who are unable to protect themselves. Second, to take cognizance of the workings of existing laws and methods of procedure, and to suggest improvements. Third, to propose new and better laws, and to make efforts toward securing their enactment. Office rooms, 6 and 7 Marine building, 154 Lake street. Officers: Chas. H. Ham, president; J. C. Stirling, vice-president and treasurer; Edw. C. Wentworth, secretary. Board of directors, Chas. H. Ham, J. C. Stirling, Edw. C. Wentworth, W. H. Winslow, H. B. Cragin, Chas. E. Kremer, C. R. Corbin, Chas. E. Rand, A. L. Singer, Wm. M. Salter, Wm. R. Manierre and Joseph W. Errant. Board of counselors, Lyman J. Gage, Henry D. Lloyd, Chas. L. Hutchinson, C. C. Bonney, E. G. Keith, V. F. Lawson, Herman Raster, E. T. Jeffrey, Dr. E. G. Hirsch, Martin J. Russell, Louis Nettlehorst, S. D. Kimbark, John J. P. Odell, Franklin H. Head, Berthold Loewenthal, O. B. Green, A. C. Bartlett, Gen. M. M. Trumbull, Wilbur S. Henderson, Rev. J. L. Withrow, George Schneider, Jos. Beifeld and Franklin MacVeagh. Executive committee: Chas. H. Ham, Edw. C. Wentworth, Chas. E. Kremer, H. B. Cragin, J. C. Stirling. Agent and attorney, Joseph W. Errant. A. P. Williams, assistant attorney. The last reports of the attorney and agent shows that there were 3,783 matters attended to during 1890–91, as against 2,497 for 1889-90 and 1,164 during 1888–89, which is indicative of the growth from year to year in the work of the bureau. The matters attended to afford an interesting illustration of the work peformed. In detail there are as follows: Chattel mortgage matters, 186; wrongful taking and detention of personal property, 104; different questions arising out of relation of landlord and tenant, 180; cases in which exemptions were threatened, 49; cases involving prosecution for cruel treatment or assault, 22; investigation and prosecution of crime, 23; investigation and prosecution of fraud and imposition, 53; persecutions by wrongful suits and by other means, 22; support of parents, 10; support of children, 33; cases of support for wives, and different complaints of wives as to husbands, 222; cases involving prosecution for violation of local ordinances, 9; wrongs to women and girls, 22; different questions arising out of relation of employer and employe, 755; questions in relation to real property, 44; wages claims under lien law, 47; other wages claims, 717; miscellaneous matters requiring active work of every variety, 167; miscellaneous matters calling for advice of every kind, 1,118. Total, 3,783. The claims for wages during the year amounted to $7,778.75. Other money claims, $2,879.70, making a total of $10,658.45. During the three years of its existence the bureau has collected $20,000 in wages, besides thousands in other claims. This money has been placed in the hands of those who had earned it. During the last year the number of suits prosecuted was 357; the number of suits defended, 18. Three hundred and forty-two of these suits were successfully prosecuted or defended. The bureau takes an active interest in the prevention of injustice to the poor and friendless in the matter of chattel mortgages, from sales, assaults on the person and other crimes, and does a large amount of good work in the bringing about of necessary reforms in the law. The report of the treasurer for the last year shows the receipts to have been $5,337.78 and the expenditures $5,371.39. The bureau is supported by private contributions. The association is composed of many of the leading citizens of Chicago.

Chicago Daily News Fresh Air Fund.—One of the most beautiful and most popular charities of this city is that carried on every summer under the auspices of the Chicago Daily News Fund. A summary of the work done in 1891 will suffice as a fair example of the administration of its affairs during the years of its existence. There was contributed during the season of that year by the public and founders of the charity an aggregate of $8,662.43. Of this amount the sum of $1,333.85 was expended at the Lincoln Park Sanitarium in the care of the 26,660 infants, children and adults during the months of July, August and September. The per diem expense defrayed from these contributions was about 5 cents for each individual. On account of the Country Week there was expended from the same contributions a total of $2,849.20, for which sum ample provision was made for railroad transportation and all other incidental and necessary expenses of a fortnight in the country for 3,352 children and mothers were defrayed. The average duration of visit from each individual was a fraction over fourteen days, and the average cost was about $1.00 for each Country-Week guest. In every instance the visitors were greatly benefited. As theretofore, the expenses of executive management, printing, stationery, postage and sundries—the total amounting to $1,837.34—was defrayed by the Chicago *Daily News*, thus leaving the gross receipts by subscription or contribution to go direct for the actual expenses of the beneficiaries. The most important feature of the Fresh Air Fund of 1889 was the establishment of a permanent sanitarium for infants and children at Lincoln Park. [Take North Clark street cable line to central entrance of Lincoln Park, and walk eastwardly to the lake.] The building is of the most substantial character, but without any attempt at elaboration or ornament. Its architectural effect is secured by simplicity and the manifest adaptation of every feature to its intended use. The whole structure is directly over the water, being erected on a great platform, ninety feet wide, projecting into the lake over two hundred feet, and supported by substantial piles. The broad roof with overhanging eaves covers a floor space of nearly eighteen thousand feet, over which swing hundreds of infants' hammocks. The wide verandas and the open-air court at the lake extremity furnish accommodations for the mothers and older children. At the shore end are grouped the necessary offices. On the right of the entrance is a commodious reception room, from which the guests pass to the doctor's office for examination and for medical attention when required. Thence the guests are registered in the office and the matron gives them in charge of trained nurses who assign them suitable quarters, provide hammocks, chairs, etc. The matron's room communicating both with the office and the physician's room, is a large dormitory for the care of critical cases, which it may be necessary to keep over night. On the opposite side of the entrance is the kitchen, with pantries and storerooms, and beyond is a range of bath-rooms, closets, etc. The west front of the sanitarium is connected with the park by a broad bridge, with a gentle ascent for baby carriages. Being in close proximity to the zoological department and other features of interest in the park, the older children who, in many cases, must be brought with the baby, will find enjoyment and pastime without encroaching upon the sanitarium proper. Immediately south of the sanitarium—with which it is connected about midway by a bridge—is a 400 foot pier at which boats may land with guests from the central part of the city. The total cost of the building and equipment of the sanitarium amounted to $12,375.79. In addition to the $1,000 contributed by the *Daily News* to the building fund there was a balance at the close of the season of $1,326.54 in the hands of the treasurer of the Fresh Air Fund, making a total of $2,326.54 to be applied on the building account. The deficit of $10,049.25 was advanced as a temporary loan by the *Daily News*. Of this $4,500 has been paid.

The South side sanitarium is established temporarily every summer, for the present, at the foot of Twenty-second st. A large pavilion tent, 54x84 feet, is erected here, under which hammocks for babies are swung. A kindergarten is also established here for the older children which the mother must bring with her.

One of the most far-reaching, as it is also one of the simplest, forms of this summer charity is that which has come to be known as "The Country Week"—the securing of country homes for a fortnight or so for the city poor—especially children. During the last season ninety-two parties, aggregating 1,003 persons, were sent to various points in Illinois, Indiana, Wisconsin and Michigan, at a total cost of $1,603.21; being an average expense to the fund of $1.59 8-10 for each guest for a two weeks' visit. The cost of railroad travel was greatly reduced by special rates made through the generosity of the companies, which, without exception, did all that was in their power to further the success of the country week excursions.

Several of the little country weekers were permanently adopted by the families who entertained them, and thus the Fresh Air Fund found a new avenue of usefulness in securing for some of its beneficiaries happy, healthful homes. Summer visitors to Chicago will be interested in witnessing the workings of the North and South Side sanitariums. The latter may be reached speedily by the Illinois Central suburban trains, taken at the foot of Randolph or Van Buren sts. A ride of a few minutes will carry the visitor to the foot of Twenty-second st. Contributions to the Fresh Air Fund are received at the office of *The Chicago Daily News*, 123 Fifth ave.

Chicago Free Kindergarten Association.—This association is doing a magnificent work in Chicago. Officers for 1891—President, Mrs. A. P. Kelly; first vice-president, Mrs. P. D. Armour; treasurer, H. M. Sherwood; secretary, the Hon. T. C. MacMillan; corresponding secretary, Mrs. L. A. Hagans; superintendent, Miss Eva B. Whitmore. At the last annual meeting, held in January of this year, the Board of Directors made the following report: We find from the superintendent's report that the work has been more prosperous than in former years. Seventeen kindergartens have been under our supervision, with an average membership for the year of 1,058; average attendance, 956; highest average attendance for one month, 1,349; highest average membership, 1,299. Two thousand three hundred and twenty-seven different children have been enrolled since January, 1890. The cost of material was $1,356.52. This includes outfits for two new kindergartens established during the year; and averages about 59 cents worth of material for each child in the kindergartens. Counting teachers' salaries, fuel, and all other expenses, it is found that it costs a trifle over $5 per year for each child. Sixty-nine certificates and diplomas have been given to young ladies during the year. Of this number eleven are still in training, two have married, six are at home resting this year, and the remaining number are in active work either in the city or in other States. At present there are seventy-five ladies in training. This number added to seventeen principals, five assistants, and four regular instructors makes a working force of 101. There have been 3,146 visits to homes of the children by the teachers in the kindergartens. These, with the mothers' meetings held once each month in connection with the different kindergartens, have been of inestimable value in bringing about a closer sympathy between mother and teacher and the most effectual good to the children. There have been 4,059 visitors to the kindergartens. This, with the increased number in the training class, is yet another evidence of the growing interest in the kindergarten work. The little paper, the *Free Kindergarten*, issued by the association, has a larger circulation this year, indicative of a desire by many to investigate more thoroughly the methods of this association. The paper is issued quarterly, and contains plans and reports. The association has lost by death several of its prominent original members; among the number are Mr. L. Hagans, Mr. Caleb Gates, and Mr. F. Haskel. The training class has four regular instructors, Mrs. Mary Boomer Page, theory; Miss Eva B. Whitmore, occupations; Miss Margaret D. Morley, physical culture, and Miss Mary Hofer, vocal music. Besides these the classes have special lectures from other specialists. Miss Josephine Locke has given to the classes lectures on form, color, and clay modeling. Other lecturers of the year have been Dr. I. N. Danforth, Dr. McPherson, Miss Frances Willard, Mrs. Kissell, and Dr. Everett Burr. The special feature of this association is growing in favor as its work is more thoroughly investigated. There have been many of its Bible cards sent home and treasured by all members of the family. Texts are chosen that children can comprehend and are not given until the thought is worked out through other materials.

Chicago Nursery and Half-Orphan Asylum.—Located at 175 Burling streeet, and 855 N. Hals ed street. One of the most useful and most worthy of the charities of Chicago. Officers of the Board of Managers: President, Mrs. W. C. Goudy; vice-president, Mrs. A. Keith; 2d vice-president, Mrs. H. J. Berry; secretary, Mrs. F. H. Beckwith; assistant secretary, Mrs. C. Bentley; treasurer, Miss Hurlbut; matron, Miss E. M. Fuller. At the last annual meeting the treasurer's report showed the total receipts for the year to be $18,039.37; expenses and investments, $17,560.67; balance on hand, $478.70.

Chicago Orphan Asylum.—Located at 2228 Michigan avenue. Take Cottage Grove avenue cable line. Under Protestant management, but children of all denominations are admitted. Officers—President, Norman Williams; vice-president, John M. Clark; secretary, Frederick B. Tuttle; treasurer, W. D. Preston. Officers of the Board of Directresses—President, Mrs. N. T. Gassette; vice-president, Mrs. B. B. Botford; corresponding secretary, Miss S. M. Horton; recording secretary, Mrs. H. W. Getz; treasurer, Mrs. E. J. Doring; matron, Mrs. Harriet C. Bigelow.

Chicago Policlinic.—A large and well equipped building located at 174 and 176 E. Chicago avenue. Take Clark or Wells street cable cars. This is one of the most meritorious institutions of the city. All sorts of diseases are treated free of charge to sufferers. From an enterprise for gratuitous treatment of the poor the physicians interested have developed it into a college, where active practitioners may take a post-graduate course in surgery and medicine. The lecture and other rooms have been enlarged and there is now room for 200. The clinics, which continue the year round, are well patronized, the daily number of people treated being about 200. The hospital room has recently been increased. About thirty Chicago physicians are connected with the institution, among them being the following: Drs. Miller, Belfield, Harris, Chew, M. R. Brown, Henrotin, Etheridge, Hooper, Colburn, Fiske, Hoadley, MacArthur, Senn, Fenger, Futterer, Patton, Hotz, Ingals, Church, Hayes, J. B. Hamilton, Banga, Christopher, Anthony, E. M. Smith, C. S. Bacon, E. L. Holmes, H. M. Lyman.

[Engraved for The Standard Guide Company.]

CORLISS ENGINE HOUSE AND WATER TOWER, PULLMAN, CHICAGO.

[See "Great Industries."]

Chicago Relief and Aid Society.—Organized by special act of the legislature in 1857. Located in Chicago, Relief and Aid Society building, LaSalle street, between Randolph and Lake streets. This society received a large portion of the surplus funds contributed by the world for the relief of the people of Chicago, after the great fire of 1871. The society has from time to time been severely criticised for the coldness of its management, and the gingerly manner in which it extends its charities. In the last annual report it advises strongly against the giving of private alms. The society owns 200 beds in private hospitals. It claims that it has sometimes found a family asking relief when there are children old enough to contribute to their own and their parents' support, but who are kept at school. The society refuses aid in such cases, placing self-support and filial duty before education. "In the midst of abject poverty," so the reports reads, "there is often surprising wastefulness. There is great need of education in respect to the ways and means of economy." During 1890 the following number of articles are said to have been issued: Men's wear, 749; children's wear, 1,459; shoes, 1,577 pairs; blankets, 104; comforts, 37; red flannel, 1,520 yards; canton flannel, 2,890 yards; unbleached muslin, 2,165; calico, 2,160; worsted goods, 183 In the list of nationalities of those who received relief the Germans are at the head with 510 families, including 2,470 children, and the Scotch are the smallest with 60 families. The total is 2,350 families and 10,940 children. In the class of cases relieved there were 2,209 of aged, sick, or infirm widows with families, 400 able-bodied men with families, and 895 deserted women with families. The total number of applications was 13,565, of which 6,015 were approved; women sent to the Home for the Friendless, 145; children, 300; meal tickets issued, 2,746; men furnished with employment, outside of wood-yard, 10,536; expended by Superintendent Truesdell, $39,239; balance on hand, $13,482. The cash donations, amounting to $31,583, were divided into 4 $1,000 subscriptions, sixteen of $500 each, three of $300, thirty of $250 each, eight of $200 each, and a large number of sums ranging from $150 to $1. The officers are—President, John McLaren; B. L. Smith, treasurer; secretary, W. H. Hubbard; general superintendent, Rev. C. G. Truesdell, directors meet first Monday of every month. The society has branch offices as follows: Southern office, 3601 Wabash ave. Northern office, 420 Lincoln ave. Western office, Monroe, cor. Ogden ave.

Church Home for Aged Persons.—Located at 4327 Ellis ave. Take Cottage Grove avenue cable lines. Reports made at the annual meeting of the lady managers show the disbursements of last year and no debt for the coming year. The board is composed of Mrs. Dr. Warden, Mrs. George W. Mathers, Miss Sayer, Miss Josephine I. Wells and Mrs. George S. McReynolds.

Chicago Home for Crippled Children.—Dr. J. Prince in charge. Located at 91 Heine street. This institution is designed as a mission to the poor and destitute, and a charitable asylum for infirm or crippled children. It depends upon voluntary subscription. Ben. K. Chase, treasurer board of trustees, 70 State street.

Convalescents' Home.—Organized 1891 and as yet in its incipiency. The directors hope to begin in a small way with a home for invalids in the city in the winter time and a country place during the summer. Officers: President, Dr. Walter Delafield; vice-president, General Joseph Stockton; secretary, Charles M. Flack; treasurer, Julius Rosenthal.

Danish Lutheran Orphans' Home.—Located at Maplewood, a suburb of Chicago. Take train at Wells street depot, Wells and Kinzie streets. Under direction of the Danish Lutheran Church Society of Chicago; superintendent, Rev. Andrew S. Nielsen.

Erring Woman's Refuge.—Located on the west side of Indiana avenue, between Fiftieth and Fifty-first streets. Mrs. L. B. Doud, president; Mrs. H. Y. Lazeau, vice-president; Mrs. John Alling, recording secretary; Mrs. Charles Gilman Smith, corresponding secretary; Mrs. E. O. F. Roler, treasurer; Mrs. Helen M. Woods, superintendent; Miss Bessie Stone, assistant superintendent. Teachers—Miss Jennie Crawford and Miss Barber. Trustees—James H. Swan, Charles M. Charnley, Addison Ballard, H. H. Kohlsaat, Henry S. Stebbins and G. C. Benton. Take Indiana avenue car on Wabash avenue cable line. This institution was founded in 1865. The present building was dedicated and thrown open in the fall of 1890. It cost $60,000 and will accommodate 100 women. The plan of the new building may be described generally as octagonal, thirty-eight feet in diameter, with four wings 34x48 feet in size. The inner corners of these wings are cut off so as to form small square courts, with alternate sides of the octagon. The main entrance, facing Indiana avenue, is in one of these courts, and the angle of the wings in front of it contains a porch. Across the corresponding angle in the rear, and communicating with the two rear wings, is the kitchen building. The building has three stories and basement; and the rotunda towers, above the wings, constitute another story. The material used is half-dressed limestone for the basement and Roman red brick for the superstructure. The architecture is very plain. In the basement are the store-rooms, trunk-room, engine-room, boiler-room, coal-room, ice-room, vegetable-room, laundry and the drying-room, and in the rotunda the gymnasium. On the first floor, the rotunda, into which the entrance opens, contains the main staircase, which rises at either side of an ornamental mantel and fire-place fixed in the smokestack. In the northeast wing are the sewing-rooms, fitting-room and material-room. In the southeast wing are the office, parlor, committee-room and a beautiful chapel. In the northwest wing are the nursery, wash-room and a few dormitories. In the southwest wing are the dining-room and china closet, and connecting with them the kitchen and pantry. On the second floor of the rotunda is the library, and in the wings the dormitories, bathrooms, servants' quarters and the hospital. The third floor is devoted entirely to dormitories and bath-rooms. In the fourth story of the rotunda are more dormitories and two lock-ups, lined with corrugated iron, for the most violent inmates. The capacity of the building is about 100 inmates. The cost of the ground was $11,000.

The Erring Woman's Refuge is one of the best managed charities in the city. The inmates are generally between the ages of 14 and 20. As a rule they are plain, uneducated and ignorant girls. They drift into the Refuge in various ways, but mostly from the justice courts, though there is no law authorizing justices of the peace to commit them there, nor the Refuge itself to receive and restrain them. Whenever they choose they get released on a writ of habeas corpus. The aim of the management is to restore the health of the inmates, teach them housework, plain sewing and dressmaking, and to awaken their moral and religious nature. They all attend school during four days in the week. On Sundays there is school in the morning, a sermon by some minister in the afternoon, and in the evening a prayer meeting conducted by one of the inmates, whom the others have selected for that purpose. There is also a prayer meeting on Thursday evening, a temperance band of hope, and on the last Saturday evening in every month a public entertainment by the inmates, consisting of recitations and music. At all these occasions the public is welcome. A sight not easily forgotten is a peep into the matron's photograph album, containing the likenesses of the girls who have graduated from the institution. To hear her give the history of one after another of them is a sad but interesting experience. Visitors are admitted between 10 A. M. and 4 P. M. daily.

Foundlings' Home.—Located at 114 Wood st., near West Madison st., West Side. Dr. George E. Shipman, Supt. Visiting day, Tuesday, from 11 A. M. to 4 P.M. Take Madison st. cable line. First opened for the reception of foundlings January, 1870, by Dr. Shipman. It was originally intended only as a haven of refuge for such little castaways as were abandoned in its immediate neighborhood, and not as a city charity. But, through a misunderstanding upon this score, the city papers spoke of it as such, and the doctor found the superintendency of a public charity forced upon him. He had realized for a number of years the great need of such an institution before he opened his little home, but could find no one who thought it incumbent upon himself personally to undertake it, while all admitted the crying need. Dr. Shipman from that moment until the present has never been free from its responsibilities. In speaking of the time of its foundation he says that the coroner reported to him, upon being questioned, that he held an inquest on at least one child every day "found dead from exposure." This would make a yearly aggregate of 365, to say nothing of the great numbers dead by the fearful crime of infanticide. The first home was a small, two-story frame house at 54 South Green street, for which $35 per month was to be paid, with option on a year from the following May. From one friend and another, who learned of the doctor's intentions, he received $77.38, and a patient of his said he would give $100 more when it was opened. This was the sum total of visible capital wherewith to support all the foundlings in Chicago. It is interesting to read of this meager home and its still more meager furnishings and compare them with the almost luxurious equipments of the present home. Although the entire house was made habitable very soon, its capacity was reached before the lapse of many weeks, and still the basket at the door had every morning its tiny occupant. More room must be gained or the basket taken in. This was not to be thought of, and search was at once begun for a larger house, although the home had no money. This resulted in the selection of two large brick houses on the southeast corner of Randolph and Sangamon streets. Two formidable dragons stood between the little charity and these. The rent was $133 per month ($35 was more than they could pay promptly). They were in a wretched condition, and the landlord would do nothing. There was no way to surmount these obstacles except to boldly face them. These buildings were selected on March 21, and when the doctor returned home in the evening, wondering what should be done and praying, in the old way, for aid and guidance, he found the following letter awaiting him:

> "DR. SHIPMAN: My newspaper, just read, gives me an account of your foundlings, and says you are relying on the Lord, who has just told me to send you the enclosed (a check for $100.) Trust in God and keep the foundlings warm.
>
> J. W. [JOHN WENTWORTH.]

This letter was taken as an indication that a more forward move was demanded, and the dragons slunk away. The 27th of March found the little colony moving in at the forbidden doorways. The first month's rent was paid with J. W.'s $100 and the balance from the doctor's purse. Now the terrible struggles of the home began. These can not better be explained than by his diary, kept during these bitter days:

> "Thursday, March 30.—Only $2 received this week. The Lord seems to rebuke us for something. May he in mercy show us what it is. Much money is needed, but none comes. Has the Lord forgotten to be gracious? 'Fear not; I am with thee,' he says. May we not trust implicitly in him?
>
> "Friday, March 31.—No money has come in to-day, but considerable has gone out, which I have been obliged to furnish out of my own pocket. * * *
>
> "Monday, April 3.—No relief yet and daily demands upon my slender purse, which is quite unable to meet even those made upon it by my own necessities.
>
> "Friday, April 7.—But $7.31 has been received, and I have spent very nearly the last dollar of my own money." * * *

A gleam of sunshine came on the following Monday when several brother physicians called upon him in the evening and left a purse containing $45. The home worried on through the summer, and then in October came the great fire. It escaped its terrors, but was $1,500 in debt. The Relief and Aid Society voted a monthly stipend to every city charity excepting the Foundlings' Home, the objection being that it was managed by an individual instead of by a "board," as were the others. This policy was not long persisted in, however, for they soon decided to appropriate $150 per month for six months to the foundlings. In May, 1872, it was intimated to Dr. Shipman that the Relief and Aid Society wished to give $10,000 toward the erection of a building for the Home, but that they objected to giving it to a private individual. The only objection he had ever had to its being incorporated was the possibility that the work might be interrupted as one of faith. This reasoning was soon set aside, and on May 28th the Foundlings' Home was incorporated under a general act of the legislature, with the following-named gentlemen as trustees: Thomas C. Dickenson, John Dillingham, the Rev. C. D. Helmer, William G. Hibbard, S. A. Kean, the Rev. A. E. Kittredge, J. L. Pickard, the Rev. H. N. Powers, and George E. Shipman, M. D.

In July, the lot on Wood street was purchased for $8,000, $3,000 being paid in cash and a mortgage given for $5,000. Work on the building was commenced in October. The Relief and Aid Society gave another $10,000, and then $2,500 more. Citizens gave $3,000, and May 9, 1874, the house was ready for occupancy. In 1884, some friends of the doctor's, who had watched his patient and self-sacrificing efforts to maintain the Home for years, raised among themselves the sum of $25,000 and erected a commodious addition to the Home building for his residence, so that with his wife and four of his eight children about him he lives in comfort and within sight and sound of every movement of his foundlings. There are at present 112 inmates, including the nurses. The foundlings range in age from the newly-born to twelve months. They are usually adopted or redeemed by their parents before reaching one year. The Home still depends solely upon voluntary contributions for support, but is now so well known and so widely appreciated that it does not suffer the old sorrows of destitution and misery. Visitors to the institution are welcome during the usual visiting hours, on Tuesday, from 11 A. M. to 4 . P.M, and there is scarcely a more interesting institution in the city.

[Engraved for The Standard Guide Company.]
THE KEELEY INSTITUTE—LABORATORY AND OFFICE BUILDING.
[See " Keeley Institute."]

Jewish Charitable Association.—An association of Hebrews of the North Side for charitable purposes. The officers of the association are: B. Wartelsky, president; Lewis Lewisohn, vice-president; M. Kreeger, secretary, and A. L. Stone, treasurer. The headquarters are at No. 567 South Halsted st., where the superintendent, M. Dulsky, has charge of every case of suffering reported. President, B. Wartelsky; vice-presidents, Wolf Goldstein and M. Kassel; recording secretary, M. Kreeger; financial secretary, A. Bernstein; treasurer, N. Davis; board of directors, A. I. Frank, R. Goldstein, A. L. Stone, Lewis Lewinsohn, Marks Nathan, A. Lieberman, A. Wilkess, H. Stern, and S. D. Stoll. Advisory Board, L. Steinberg, M. Perlstein, F. Kiss, I. Lewinsohn, M. Schneider, P. Drosdivitz, M. Barnett, H. Barnett, C. B. Neuerman.

Lake Geneva Fresh Air Association.—Organized June 1888 by wealthy ladies and gentlemen of Chicago, summer residents of Lake Geneva. It is said this grand charity, which has for its object the granting of recreation to poor children and working girls, during the heated terms of each year, had its origin in the suggestion of a Chicago lady during a moonlight boat ride on the lake. Edward E. Ayer, George Sturges, N. K. Fairbank and George C. Walker were instrumental in starting the movement. A committee of twenty young women was organized to secure subscriptions around the lake and in the city. In one month the committee had $12,000 pledged. A number of gentlemen pledged themselves to furnish an additional sum of money to start the organization. The articles of incorporation read :

> "The undersigned, E. D. Richardson, W. H. Hammersly, and John B. Simmons, residents of Lake Geneva, in Walworth County, State of Wisconsin, hereby associate themselves together for the purpose of forming a corporation, under the Revised Statutes of the State of Wisconsin, for the purpose of constructing and maining at Lake Geneva a summer resort for poor children residing in or near the city of Chicago The capital stock of this association shall be limited to twenty thousand dollars ($20,000), divided into two hundred (200) shares of one hundred dollars ($100) each. It may commence the transaction of business when eighty (80) shares of its capital stock have been subscribed for. No dividend or pecuniary profit shall ever be made or declared by this corporation to its members."

The association immediately purchased eight acres of ground on the north shore of Lake Geneva, near Forest Glen. The land lies in one of the most picturesque spots around this beautiful lake. It is on a wooded hillside running down to the shore, and has 300 feet frontage on the lake. A two-story frame house, with basement, was built on a level with the gentle slope that runs down to the lake. The house stands several hundred feet back from the shore and immediately in the rear of it rises the steep acclivity of the hill or bluff. This house was christened the "Holiday Home," and many a heart has leaped with gladness within its walls. A large veranda, after the Southern style of a porch, runs around the sunny side of the house. In the basement are the servants' quarters—kitchen, laundry and bath-rooms. On the first floor is a large play-room for children with an old-fashioned fireplace, a long hall, a dining-room, a matron's room and a committee-room. In the upper story are four dormitories, each fitted up with iron bedsteads. The walls are covered with pictures. Each child has a bag, into which it puts its clothing at night and hangs near the bed. A matron has a room on this floor also. The home was opened July 3, 1888. There are special donations by individuals for support of beds, and decorations in the way of pictures. About a dozen beds are thus provided. The home now has accommodations for eighty persons. About $4,000 has been spent on the house.

On June 15th of each year the association sends out eighty young women to the home for an outing of two weeks. They are found in the ranks of the shop girls, clerks, type-writers and stenographers. Their car fare is paid both ways by the association and their boarding and lodging are free. Their summer retreat lasts until July 1st. They return that day in the morning, and in the afternoon another party of eighty younger girls, ranging from six to thirteen years of age, are sent out to the home. This lot is found among the school children principally. A selection committee has charge of the matter. Applications for an outing are handed into this committee and an agent makes an investigation. If the application is found to be a proper one the applicant is registered as one who can go. The city is divided into districts, each one having an agent who reports applications to the selection committee, and then the general agent makes his investigation.

On the afternoon of July 15th a lot of eighty boys are taken out on the train to the home. They are selected from the poorer families and the sickly children. The succeeding fortnights alternate with a lot of boys and then a lot of girls at the home up to September 1st. This allows the children to return in time for the opening of the public schools. The first two weeks of September are devoted to giving recreation to eighty mothers and eighty babies. The mothers, babies, young women and girls and boys are given free excursions on the lake by the gentlemen in the vicinity who own private yachts. A pier has been built on the lake front of the association's property, and the boys, under the charge of custodians, are allowed to swim and bathe and indulge in aquatic sports. The girls are also allowed to educate themselves in swimming. Concerts are given in the play-room of the home. A fine piano is there for the use of those musically inclined. Gospel hymns are sung, but the boys can also raise their voices in exploiting the love affairs of "Little Annie," who was the sweetheart of a certain Joe; or even warble the melodies of "There're After Me! After me!" Concerts by older people are given at Harvard Camp, Kaye's Park, Forest Glen Park and Frascate Park, the proceeds of which go into the treasury of the home. Fresh vegetables are furnished the home from the private gardens at the lake, and gentlemen in the vicinity also send over barrels of watermelons in season.

Officers.—President, Mrs. George L. Dunlap; vice presidents, Mrs. Edward E. Ayer, Gilbert B. Shaw; corresponding secretary, Miss M. D. Sturges; recording secretary, Mrs. Herbert P. Crane; treasurer, Miss Katherine. Porter; board of directors, Edward E. Ayer, R. T. Crane, Henry Strong, Mrs. S. W. Allerton, Mrs. John T. Lester, Mrs. Lucretia J. Tilton; board of managers, Mrs. E. E. Ayer, Mrs. S. A. Brown, Mrs. William J. Chalmers, Mrs. Charles Crane, Mrs. Herbert P. Crane, Mrs. R. T. Crane, Mrs. W. F. Dummer. Mrs. N. K. Fairbank, Miss Hannah French, Mrs. E. B. Harbert, Mrs. F. S. Johnson, Mrs. J. S. Norton, Mrs. George Parker, Mrs. H. H. Porter, Mrs. O. W. Potter, Mrs. Conrad Seipp, Mrs. Gilbert B. Shaw, Mrs. Henry Strong, Mrs. George Sturgis, Miss C. P. Tilton, Mrs. James Van Inwagen, Mrs. George C. Walker, Mrs. O. D. Wetherell, Mrs. J. R. Wilson, Mrs. T. F. Withrow. Standing Committee Chairmen—Finance, Edward E. Ayer; building and grounds, George C. Walker; household, Mrs. George C. Walker; purchasing, Mrs. Orson Smith; amusement, Miss Katherine Isham; hospital, Mrs. O. D. Wetherell; transportation, R. T. Crane; selection of children, Mrs. T. F. Withrow; investigating, Mrs. W. J. Chalmers. Four-fifths of the money received by the home has come from fairs, clubs and children's entertainments.

German Old People's Home.—Located at Harlem—Altenheim P. O.—ten miles west of the City Hall. Take train at Grand Central depot, Fifth avenue and Harrison street. This Home was established through the efforts and generosity of the German residents of Chicago, and is the largest and best conducted institution of its kind in the country. The Home buildings are complete, the surroundings beautiful, and nothing is spared to make the lives of the old people committed to its care as happy as possible. One of the prime movers in this noble charity was Mr. A. C. Hesing, its president. The treasurer is Mr. John Buehler; secretary, Arthur Erbe; financial secretary, C. Mechelke.

Good Samaritan Society.—Industrial Home, 151 Lincoln avenue, North side; take Lincoln avenue car. This institution is incorporated by special charter. The object of this Society is to provide a place for destitute women and girls, believed to be worthy, where they can earn an honest and respectable living. For this purpose a home is provided, where, when necessary, they can be cared for temporarily, and as soon as a suitable place can be found they are sent to it. No money is given them except to pay car fare or for some immediate necessity. The essence of the whole work is, to give a chance to those who wish to get on in the world. Supported by voluntary contribution.

Guardian Angel Orphan Asylum.—This is a German Roman Catholic institution and is located at Rosehill (Havelock P. O.). Take train at Wells street depot, Wells and Kinzie streets. The institution is conducted by the Poor Handmaids of Jesus Christ; Superior, Sister Mary Hyacinthe.

Hebrew Charity Association.—This association is accomplishing a remarkable and a noble work in Chicago. It is composed of the various Hebrew charitable organizations. [For particulars as to its general transactions, see "Michael Reese Hospital," under heading of "Hospitals and Dispensaries."] The receipts of the last Hebrew charity ball given in Chicago under the auspices of the Hebrew Charity Association were $12,000. The report of the united Hebrew charities for 1889–1890 showed that during the year there were 494 applicants for work, or forty more than the year before. Of these 443 were provided with work, or fifty-seven more than during the preceding year. At the Michael Reese hospital 789 patients were treated, of whom 252 were Jewish Charity patients and 278 Gentile charity patients. Of those treated 344 were Jewish, 330 Protestant, and 115 Roman Catholic.

Helping Hand, The.—The Helping Hand is the name of a new institution, benevolent in character, which was opened to the public in 1891, at the northeast corner of West Washington and Clinton streets. The three upper floors of the four-story building on that corner have been leased for three years by well-known citizens, who organized and incorporated this charity for the purpose of making a practical test of their ideas concerning work of this kind. They deal chiefly with able-bodied but unfortunate men. They do not propose to become all-embracing reformers. They have at the outset adopted St. Paul's dictum that "if a man will not work neither shall he eat," and to this they add: "Nor should he be furnished with a bed at public expense."

One of the most important rules of the new establishment is thus expressed: "A clean bed, a compulsory bath, a clean night shirt, and such treatment of clothing as will destroy all vermin," all of which is deemed quite as needful as food to the self-respect of a man. The three floors contain 26 rooms, 18 of which are provided with enough single beds to accommodate 100 lodgers. Then there are dining-room and kitchen, reading-room, reception-room and office, and room for shower baths, fumigation room for the treatment of old clothes, and a large apartment in which non-sectarian gospel services will be conducted every evening. The house is well provided with closets, and newly fitted with water pipes. In these respects it is far above the average cheap lodging-house. Not the least important of its features is a cobbler's bench, where badly worn shoes of unfortunates may be repaired, and a tailor's outfit for the mending of frayed garments that have seen better days. Charitable people are requested to send cast-off clothing there, so that a stock may be kept on hand for emergencies.

The rates at the Helping Hand are 15 cents for a bed, or 35 cents for supper, bed and breakfast. Cash will be accepted from those who have it; able-bodied men without the price will be required to pay an equivalent in work furnished by the institution. Cripples and men unable to work do not come within the scope of this refuge; they will be referred to the institutions which cover that field. In course of time it is expected that different kinds of work can be furnished by the Helping Hand, but for the present the labor will consist chiefly of street sweeping, scrubbing, delivering coal and kindling wood. Officers: Thomas Kane, president; W. H. Rice, secretary; Judge Gwynn Garnett, treasurer. The directors are Messrs. Garnett, Kane, Rice, Judge C. C. Kohlsaat, Arthur J. Caton, Charles E. Simons, R, H. Trumbull, E. H. Valentine, George B. Townsend and J. L. Whitlock. P. V. Welch, superintendent.

Holy Family Polish and Bohemian Orphan Asylum.—Located at Holt and Division streets. This is a Catholic institution. Sister Mary Rosamunda, Superior.

Home for Incurables.—Located on Ellis ave. and Fifty-sixth st. Take Cottage Grove ave. cable line. F. D. Mitchell, superintendent; Miss Libbie S. Ainsworth, matron; Dr. William P. Goldsmith and Dr. John H. Wilson, attending physicians. The buildings, together with the surrounding grounds, are the gift of Mrs. Clarissa C. Peck. This kindly lady, when living, was active in all good works, and, dying, bequeathed the better half of her estate for the alleviation of a class for whom no adequate provision was made. In the main corridor of the great building is a magnificent brass memorial tablet, set like some rare jewel in fine marble. It bears the following inscription:

CHICAGO HOME FOR INCURABLES.
This Tablet is Erected in Grateful
Remembrance of
CLARISSA C. PECK,
Died Dec. 22, 1884,
By whose Generosity This Institution
Was Founded and Endowed.

But a monument more lasting than brass is the great home itself with its cheerful apartments given over to the comfort and consolation of the afflicted. Mrs. Peck's bequest amounted to something over $500,000, and in the will she named eight gentlemen whom she wished to act as trustees in founding the institution. These were Byron L. Smith, Edson Keith, Albert J. Averell, C. M. Henderson, George L. Otis, Henry J. Willey, Albert Keep, and Charles Gilman Smith. Albert Keep, formerly president of the North-Western railroad, is a near relative of the deceased. H. N. Higinbotham was made president of the institution. This gentleman had been manager of a similar institution at Lake View, and his omission from the list of trustees named by the testatrix was owing to her not having acquaintance with him. These trustees made purchase of a very suitable tract of land; they have 480 feet on Ellis ave. and 170 feet on Fifty-sixth st. For this they paid $22,000. No architectural display has been attempted in the buildings. They are commodious and substantial, and so arranged that not a dark or cheerless room can be found throughout. When completed the buildings cost $85,000. Mrs. Peck died in 1884, but, owing to litigation, the home was not completed till March, 1890. Through all these years interest had been accumulating, and after deducting the $107,000 expended upon grounds and buildings there still remained the equivalent of $600,000 in productive real estate and bonds. The interest upon this is more than sufficient to meet all running expenses, and lay by each year a goodly sum, so that, when necessary, additions can be made to the buildings and its facilities enlarged and improved. The main building is five stories high, and extending from it to north and south are wings of four stories. The full capacity is 125. When the Home was opened it took from the smaller institution at Lake View thirty-three incurables, all it had, and that Home was closed. All races are to be received at this institution, which is entirely non-sectarian. When it is possible for the afflicted inmate or his friends to pay a monthly stipend for his support it is accepted, but there are many who come absolutely free. To be eligible, the applicant must be afflicted with some pronounced disease, which is considered incurable by the trustees, who are the final judges in the matter. The predominating diseases are paralysis and rheumatism, the first being the more frequent. Those who are so afflicted as not to be able to walk are provided with invalid chairs, which they can propel at pleasure about their rooms or through the long corridors out upon the wide verandas. There are comfortable seats and inviting hammocks and a perspective of lawn and bright flowers which means much to feeble eyes and limbs. There is a parlor upon every floor, where the chairs are wheeled at the will of each occupant. There is a commodious reading-room, and the men have a smoking-room where they may indulge to their hearts' content in the use of their favorite brands. During the usual visiting hours strangers are always welcome.

Home for Self-Supporting Women.—Located at 275 and 277 Indiana street. Take Indiana street car. An institution which affords a home for girls and women, whether employed or unemployed, if they are willing to support themselves when occasion offers. A great many women who work outside make this their home. Officers, president, Mrs. James S. Gibbs; treasurer, Mrs. Henry P. Crowell; recording secretary, Miss Mary A. Prescott; corresponding secretary, Mrs. W. W. Angue; matron, Mrs. V. P. Smith.

Home for Unemployed Girls.—Located at Market and Elm sts., North Side. Take North Market st. car. This institution is conducted by the Franciscan sisters. Girls temporarily out of employment are cared for here. The charity is a noble one and receives the generous support of Roman Catholics.

Home for Working Women.—Located at 21 S. Peoria street, West Side. Take Madison street cable line. Conducted by the Working Women's Home Association. The home is one of the youngest of Chicago's many charitable works, and the success it has attained has demonstrated that it has filled a place long needed. The home was first opened on the seventeenth of May, 1890, and the building now occupied was then newly painted, papered and furnished throughout. Applications for admission were numerous, many of them being from strangers in the city, and the home is now taxed to its utmost capacity. The aim of those in charge is to furnish a place where no respectable woman, regardless of her nationality or religion, will be refused needed assistance, and to enable those who earn but little to live comfortably and respectably. During the year 1891 fully 600 girls received the benefits of the home. The food is said to be wholesome, well cooked, and there is plenty of it. Every inmate has her own bed, and every room has a closet. The house is heated with steam, and there is hot and cold water on every floor. The directors are anxious that the Home shall be the headquarters for all working women, whether they live there or not. Free stationery, reading, sewing and bathing-rooms are at the disposal of all, and a typewriter and piano add to the attractions of the place. The managers are very emphatic that their home is not an institution, but a genuine home in every sense of the word. Officers—A. E. Johnson, president; Dr. H. W. Thomas, first vice-president; A. Chaiser, second vice-president; Rev. C. Treider, secretary; George P. Bay, treasurer; Dr. Odelia Blinn, medical superintendent; C. R. Matson, counsel. Directors—All officers, and Mrs. Dr. Gunsaulus, Miss C. Addie Brown, Rev. A. Hallmer, Alice J. Johnson and Henry L. Hertz.

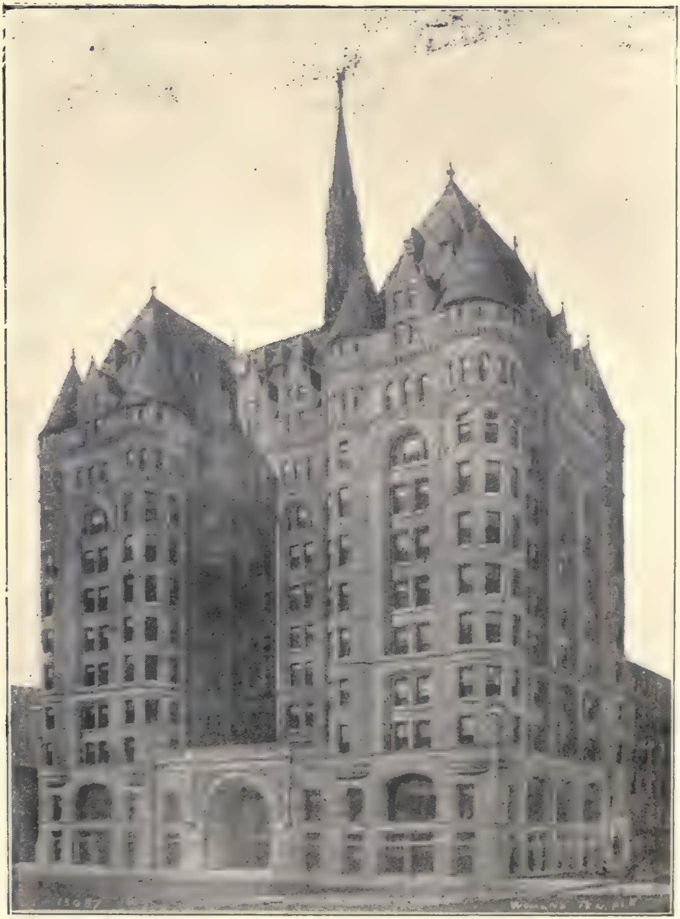
Home for the Friendless.—Located at 1926 Wabash avenue. Take Wabash avenue cable line. Established in 1858. Officers—A. C. Bartlett, president; F. D. Gray, vice-president; Mrs. Thomas A. Hill, corresponding secretary; Mrs. C. Gilbert Wheeler, recording secretary; W. C. Nichols, treasurer; Miss A. Z. Rexford, superintendent, and Miss E. T. Colburn, assistant superintendent. Average number of inmates about 200. During 1890 there were 1,435 admissions, 1,144 dismissals and 9 deaths. At the beginning of 1890 there was in the treasury a cash balance of $6,616.90. Of those admitted during 1890, 763 were Protestants, 642 Catholics, and 40 Jews. The largest number received in one month was 182, in October, and the smallest 72, in February. Thirty-two children were surrendered to the home and fifty-eight found homes of adoption. This is one of the most interesting charitable institutions in the city. From small beginnings it has grown and prospered until the income of the Home is now about $21,000 per annum, which includes the Crerar bequest. Ten years ago the whole work of the home was conducted in what is now known as the main building, or the north and south wings. Since that time there has been erected, at a cost of $35,000, a part of the generous bequest of Mr. Hobart Taylor, the addition called by his name, which has nearly doubled the capacity of the home. It contains the "Shelter" and bath-room for transient inmates, two laundries, the linen-room, girls' department, including dormitory, bath and store rooms, the infirmary, dispensary and nursery. The records also show that during the last ten years a procession of 20,167 women and children have passed through these open doors, and here halted for assistance, material and moral, which was offered without distinction of color, race, religion, or language, so long as the applicant seemed to be overborne in the fierce struggle for life. Among the throng hundreds of deserted wives and mothers are included, who frequently bring with them their little broods to be cared for in this tranquil nest. The hospitality, including rest, good food, encouragement, sympathy and advice, is freely tendered to all belonging to the class of worthy poor, as specifically laid down in the charter. During the last ten years about 3.400 children, including day scholars, have been enrolled as pupils in the Home School, in which are taught the branches of the primary department and the graded grammar school. In the industrial class, since 1879, about 350 girls, between the ages of 12 and 16, have been taught sewing, housework and elementary cooking, thereby being prepared to earn a respectable living when they go out into the world. Perhaps the most important feature in the general work of the home is the arrangement by which children are adopted who have been neglected or abandoned by their parents. During ten years 734 children have been legally "surrendered" to the home, which has found permanent places for nearly all that number with reputable families.

It is stated in the act of incorporation, "The object and purposes of the Chicago Home for the Friendless shall be the relieving, aiding and providing homes for friendless and indigent women and children." The middle-aged women at the home are usually transients. A woman is out of work, or a stranger, and has no money to get a lodging. She makes her way to the Home, where all are received except the unfortunate victim of drink, for whom there is no immediate place but the police station. After admission the new guest is provided with a hot bath, and, if she desires, some clean clothes. She is then given a good meal, and, as it is usually at night that such applications are made, she is taken to a comfortable bed. In the morning, after breakfast, she is expected to help during the forenoon with the work of the house, and then she can have the rest of the day to look for employment outside. Sometimes such women stay for a week or two weeks before they find work, and they are made to feel at home during that time. In what is called the "Industrial School," young girls—or women who seriously desire to learn—are taken, and, while kept as inmates of the home for such time as would be required, are taught sewing and housekeeping. The children in the home are mostly those who have been abandoned by their parents and picked up by the officers of the Humane Society. They come, of course, in different ways, but criminal neglect by their parents is the usual cause of their suffering. Children under nine months are not received at this institution. But those above that age, up to six or seven years, can be found running around their nurseries and play-rooms with as much vigor and heartiness as if the world belonged to them. When a child first appears at the home, it is the invariable rule that it shall be sent to quarantine quarters, at the top of the building, for fourteen days. There is scarcely ever any sickness in this quarantine, but considering the places from which most of the children are brought, it is considered prudent to isolate them.

After the two weeks' purification process, the managers of the institution try to find a permanent home for the waifs, and, if they are not claimed by parents or guardians before six months, an officer of the home goes before a judge and is appointed the legal guardian. The parents or guardians also may voluntarily surrender all right to a child, after which it becomes the ward of the home, and at the earliest opportunity is placed out with respectable people, on trial for three months. If such trial proves agreeable, both for child and caretakers, the little one is usually adopted and becomes "part of the family." Visitors are always welcome between the hours of 10 A. M. and noon. and 1 and 4 P. M.

Home for the Jews.—Organized in 1891. Large endowments have been received by this projected institution. It is not yet fully established. The directory is composed of: Mrs. M. A. Meyer, Mrs. Charles H. Schwab, Mrs. H. Klopfer, Mrs. Dora Frank, Mrs. Louis Newberger, Mrs. B. J. David, Mrs. Emma Stern, Mrs. Max Hart, Mrs. Julia Bernheimer, Morris Rosenbaum, Abram Slimmer, Nelson Morris, H. A. Kohn, H. L. Frank, B. Kuppenheimer, J. Rosenbaum, Simon Mandel, B. Lowenthal, B. Cahn, Harry Hart, Moses Born, H. E. Greenbaum, A. Kuh, E. Frankenthal, D. A. Kohn.

Home of Industry.—Located at 234 and 236 Honore street, West side. Take Van Buren street car. William S. Potwin, president; Albert M. Day, treasurer; Charles M. Howe, secretary; B. M. Butler, Albert M. Day, Thomas Kane, William S. Potwin, Charles M. Howe, Mrs. T. B. Carse, Joseph B. Locke and H. J. Coon, directors; A. C. Dodds, superintendent. The Home of Industry was organized by Michael Dunn, a reformed criminal, who had spent over thirty years of his life in penal institutions all over the world. Dunn's history as a criminal is somewhat interesting. He is a native of England and was born and reared a criminal. When only seven years old Dunn was first consigned to prison for a petty theft of which he was convicted. Imprisonment seemed to do him no good, and up to the time he was thirty years old he had been confined in prison half a dozen times and had been sent to various English penal settlements, but always returned to his old tricks. Finally, the English government paid his passage to America to get rid of him, and he began in this country the same career that had caused him so much trouble in the land from which he had been driven. He was frequently in prison in various parts of the United States, and finally, about ten years ago, after spending almost his entire life in penal servitude in both hemispheres, he became reformed and started out to aid and better the rest of the class which he had left. Dunn is now about sixty years old. He has the look of a criminal, and most people would hardly believe that he could be anything else, but those who know him best and have been brought into contact with him through the founding of these places of refuge do not doubt his complete reformation. When at last Dunn did see "the error of his way," he conceived the idea of providing homes for discharged criminals, where they might retire till an opportunity was afforded to earn an honest living. The first refuge he instituted was in New York. He then went to San Francisco and started another. He then founded the one here in Chicago and afterward another in Detroit. There are at present in the Chicago Home of Industry about a dozen convicts. The average term of their retirement there is about two weeks. In connection with the institution is a broom factory, where every one who is taken in has to earn his living or do



[Engraved for The Standard Guide Company.]
"THE TEMPLE"—LA SALLE AND MONROE STREETS.
[See "Guide."]

as much towards it as he can. The institution is not self-supporting and has to depend quite largely on public charity. Most of the inmates of the place come from Joliet and Michigan City, the nearest prisons to this city, but the place has been a refuge for prisoners from most every penal institution in the country. Superintendent Dodds usually receives from most of the prisons a monthly discharge list. To prisoners who are about to be set at liberty he sends circulars telling of the refuge and the advantages to be found in it. No convicts are received except on recommendation of the warden or chaplain of the prison in which they were last confined, unless they can convince the superintendent of a desire to reform and lead a better life. Every one who stays there must do something toward his own support, and all who enter must work or go elsewhere. The aid and influence of the superintendent are extended to all of them who seek honest employment, and any inmate desiring to seek work outside is allowed half a day each week, or more, at the discretion of the management. The ex-convicts are not encouraged to stay, but, on the contrary, are given all possible assistance in finding work outside.

The institution enforces a set of rules for the conduct of the inmates of the home. They are required to be particular as to personal cleanliness. Total abstinence from intoxicants has to be observed. Smoking is permitted only in certain places, and profane language is not tolerated. A rising and a breakfast bell are rung, and inmates are required to be in bed at 10 o'clock. Every inmate is charged with the care of his own room, and all are required to attend morning and evening prayers unless excused by the superintendent. Any violation of the rules subjects the offender to immediate dismissal. Only men are received in the home. They are taught ways of frugality, industry and economy, and most of them are susceptible to those teachings. A record is kept of the life of every man who enters the place, but that record is an inviolable secret to all but the superintendent. After the name of each candidate are made entries about his marital condition, his parentage, his birthplace, his religion, the prison in which he was last confined, the length of his sentence, his education and occupation, the crime for which he was convicted and its cause. A page of Superintendent Dodds' book of record is a most eloquent temperance lecture. Drink has led most of his boarders into trouble, though their detention in prison can be traced back to all kinds of vice. Many of the younger ones assign bad company as the cause of their downfall; others have gambled themselves into theft; still others have been educated as criminals, and a few state that it is their natural inclination to steal. The column of Mr. Dodds' book which keeps the record of all dismissals from the Home is interesting. In it are to be found such entries as "found good employment as a harness-maker;" "a hypocritical thief, bounced without mercy;" "found good position, clear case of conversion;" "went out to look for work, lost on the way back;" "went home to friends;" "put out for lying;" "left to go wandering," and many others of the same kind. Every man is paid for his work in the place from the time he enters, according to the degree of proficiency he has acquired. Many of them turn out well and return to their homes to lead honest lives. Mr. Dodds is constantly receiving letters from such men, thanking him for the benefits of the institution.

Home of Providence.—Located at Calumet ave. and Twenty-sixth st., adjoining Mercy Hospital. Take Cottage Grove cable line. An institution for the care and protection of young women. Conducted by the Sisters of Mercy. Sister Mary M. Angela, superior.

Home of the Aged.—Located at West Harrison and Throopstreets. Take West Harrison street car. Conducted by the Little Sisters of the Poor, who depend for the maintenance of the institution entirely upon the alms which they solicit. The building is a very large, plain, brick structure and is generally crowded with inmates, whose ages vary between 60 and 100 years. It is a worthy charity and the Little Sisters, who have a method of seeking alms peculiar to themselves are generally popular among the business people of the city, who give them liberal contributions. They never beg, simply stating who and what they are and if an unfavorable response is given they walk silently away, without making further appeal. The Little Sisters are a French order. They have two institutions in the city.

House of The Good Shepherd.—Located at North Market and Hill sts. Take Market st. car. Conducted by the Sisters of the Good Shepherd —Superior, Mother Mary Angelique. This institution is a haven and a reformatory for fallen women desiring to rise out of their condition, and is one of the most extensive as well as one of the most useful charities in the city.

Hull House.—Hull House is the title by which is known a social settlement of women established at 335 So. Halsted street Its purpose is to furish an intellectual and social center for the surrounding neighborhood. There is no organization, and the residents pay their own expenses. Miss Culver, the owner of the property, gives the rent, and various friends furnish a small fund for contingent expenses. Mr. Edward Butler has erected a fire-proof art building in which are an art exhibit room, a studio and a station of the free public library. Hull House carries on a free kindergarten composed largely of Italian children. In a separate cottage is a day nursery where mothers, who are obliged to work away from home, may bring their children to be cared for and fed during the day for a charge of five cents each. A well equipped diet kitchen furnishes specially prepared food for the sick, which is sold at the cost of the material, or, if necessary, given away upon recommendation of the visiting district nurse. A free gymnasium is now open which is used three evenings in the week by men and boys, and three evenings by women and girls. There are various free afternoon sewing classes for girls, and clubs for small boys, and evening social and literary clubs for girls and young men. Weekly free concerts or lectures are held to which all who visit the House are invited. Five evenings in the week College Extension courses are given for which a fee of fifty cents per course of twelve weeks is charged. The average number of students in these classes is about 175, while the total average number of persons who visit the House weekly to attend the various classes and clubs is about 800.

Margaret Etter Creche Kindergarten.—Located at 2356 Wabash avenue. Take Wabash avenue cable line. Established August 3, 1885. One of the noblest charities in the city. It cares for the children of mothers who are compelled to work out for a living. The attendance for the five years of the creche's existence shows a marvelous growth: August, 1885, to October, 1886, 2,136; October 1, 1886, to October 1, 1887, 2,96[illegible]; October 1, 1887, to October 1, 1888, 3,562; October 1, 1888. to October 1, 1889, 4,253; October 1, 1889, to October 1, 1890, [illegible],522. But the expenses do not show a commensurate increase, being as follows: First year, $1,[illegible].48; second year, $1.383.84; third year, $1,375.[illegible]; fourth year, $1,[illegible].52; fifth year, $2,007.16. Besides the day nursery a kindergarten is carried on, but it in no way counts on the treasury of the creche. The assistance of charitably-inclined people is necessary to the maintenance of the creche.

Masonic Orphans' Home.—Located at 447 Carroll ave. and Sheldon st. Cares for about thirty children, but has accommodation for about seventy-five, and is supported by voluntary contributions from city and State.

Newsboys' and Bootblacks' Home.—Located at 1418 Wabash ave. W. H. Rand, president; E. P. Bailey, auditor; H. N. Higinbotham, treasurer; James Frake, secretary; Eliza W. Bowman, matron. Board of directors: A. C. Bartlett, H. N. Higinbotham, Wm. H. Rand, James Frake, Frank P. Leffingwell, A. P. Millar, Edward P. Bailey, J. K. Stearns, Melville E. Stone, Wm. K. Ackerman. Lady managers: Mrs. T. W. Baxter, Mrs. M. E. Stone, Mrs. M. E. Clark, Mrs. Jas. Frake, Mrs. J. L. Lombard, Mrs. A. P. Millar, Miss Abbey Pierce, Mrs. Robt. A. Williams, Mrs. J. C. Stirling. Take Wabash avenue cable line. This institution has been in existence over twenty-three years. It had its inception in the Chicago Industrial School from which a charter was obtained in 1867, the incorporators being Jonathan Burr, John V. Farwell, William Blair, William E. Doggett, J. Y. Scammon, C. G. Wicker, Eli Bates, Philo Carpenter, J.S. Reynolds and E.F. Dickinson. This industrial school was very soon merged into the home and was the first movement to assist helpless street children in Chicago. The object of the institution is "to provide a good Christian home for newsboys and bootblacks and other unprotected homeless boys. Also to aid them in finding homes and employment in either city or country." While the doors of the home have always been open and a request for shelter and food has been all that was necessary to obtain admittance, in order to foster independence and self-help the small sum of 15c. is charged for supper, breakfast and lodging. If, however, a boy is not able to pay "banner," as all charges for entertainment are called by street boys, he is still entertained. Provision is made for destitute boys by giving them work and small amount of money for starts by which they are able to earn what is required for their immediate living expenses. *The Newsboys' Appeal*, a small paper published in the interests of the Home, giving inside news, etc.

Although the Home is not entirely self-supporting, there is no soliciting done in its interests. Previous to the fire, a lot on Quincy street was given to the Home upon which a small building was erected. After the fire, through the assistance of the Relief and Aid Society, a brick building was built, which, together with the lot, was later sold to Marshall Field & Co. for commercial purposes for $50,000. The directors bought the present location out of the amount and the balance is used for current expenses.

The rules of the institution are simple, and are only such as are necessary to the well-being of the boys—and a wise, kindly, personal interest is taken in every boy who is sheltered there—although they are constantly coming and going, and an average of something more than a thousand are entertained each year. A careful record of every boy who is taken into the institution is kept, together with as much of his history as can be obtained, and these records are replete with the pathetic results of human selfishness. No insignificant number of these boys have parents living who are comfortably off, but, having been divorced, each has married again, and with one accord refused to care for their child, who, often at a tender age, was obliged to shift for himself, and so drifted into this haven for destitute, forsaken boys. There are others who have never known their parents, and still others whose parents are drunken, shiftless, "ne'er-do-wells," and a few who have run away from home for one cause or another. These last are induced, if possible, to return to their homes, and their parents are communicated with, but no boy is refused shelter and food, whatever the cause for which he stands in need of it.

There is a night school four evenings in a week from 7:30 to 9 o'clock which the boys are required to attend, and, where it is deemed advisable, other instruction is provided. The institution is intended for a temporary home, the chief aim being to provide permanent employment for the boys who come there from all parts of the world. The management of the Home co-operates with the Humane Society and other kindred organizations, and in this way keeps pretty thoroughly informed in regard to homeless boys.

Miss Eliza W. Bowman, who has been the matron of the Home for the past seven years, is a person admirably fitted for the difficult position which she fills with apparent ease and with satisfaction to all concerned. She is in hearty sympathy with the boys, and believes unswervingly that a good and useful life is possible to most of them. It was through an experiment tried by Miss Bowman that a somewhat new departure is being carried out at the Home. She found that the larger boys are often in a more unfortunate condition than the smaller ones, and that often their greatest need is means to get on while they are making a start. She therefore resolved to undertake herself to make several of these boys presentable. assist them in getting places to work and furnish them funds, as a loan, until such time as they should be paid for their work. The boys proved honest and industrious, with scarcely an exception, and the plan was a success. Miss Bowman reported the result of her experiment to the managing board, which approved this method of assisting the boys and made it a part of the work of the Home. In this connection Miss Bowman makes an interesting statement which is full of hope for the philanthropist. She says that when once a boy has become self-supporting and has tasted the pleasure of honest independence he is rarely ever willing again to take to the street life which, as a rule, he is obliged to adopt in his early struggle for existence.

The Home, which is located at 1418 Wabash avenue, is one of the few places where a boy can go to make himself tidy and get a clean shirt, if need be, in the city. The clean shirt is always on call, and partly worn garments of this kind are accepted with enthusiasm at the Home. Indeed, Miss Bowman prefers the shirt which has been worn, as one that is quite new the boys are likely to sell for what they can get for it, as when they first come to the Home they are quite likely to consider it an extravagance to wear anything which can be exchanged for money.

Odd Fellows' Orphans' Home.—Located at Lincoln, Ill., 156 miles south of Chicago. Take Chicago & Alton or Illinois Central train This is an institution forthe orphan children, male and female, of Odd Fellows. Buildings erected on a site presented by citizens of Lincoln. Corner-stone laid April 26, 1891.

Old People's Home.—Indiana ave. and Thirty-ninth st. Take Indiana ave. car on Wabash ave. cable line. Founded about thirty years ago by a humble seamstress, who resided on Third ave. She had accumulated a little money and bought her a home. She found herself growing old, and belonging to that respectable legion designated "the old maids," without immediate family, conceived the laudable idea of establishing some institution or home that would assist in alleviating the sorrows and sufferings she saw about her. This ambition she laid before her pastor, the Rev. Dr. Boyd, and acting under his advice a home was established for the care of indigent old ladies. They first occupied a small frame house near the home of this kind-hearted woman. She was made matron and Dr. Boyd first president. It was not long until the public was interested in Samantha Smith and her humble charity. Finding after the first few years the cramped quarters of so small a house inadequate, Miss Smith gave up her own more commodious dwelling, together with its entire furnishings, for the uses of the institution, and its charges were transferred thereto without delay. Miss Smith continued for some years longer as matron and then, for reasons not explained, retired from the duties. From Third ave. the Old Ladies' Home removed to Indiana ave., near Twenty-sixth st., where it occupied an old frame building for several years. After the great fire it received from the Relief and Aid Society the sum of $50,000, which was used as the nucleus of a building fund, and the latter part of 1873 found them established in their present commodious home. Later on the vacant lots between them and the corner of Thirty-ninth st. were purchased, thus adding 158x100 feet to their property. This donation from the Relief and Aid Society was given under the conditions that the name should be changed to read "The Old People's Home," and indigent old gentlemen were to be admitted as well as ladies, the Relief and Aid Society to have control of twenty rooms for the benefit of its own protégés. Old gentlemen have never as yet been admitted, although it was intended, some time ago, to build at the north end of the home building a wing or addition especially for them. The management does not consider this idea feasible, however, and the old gentlemen's home will be located farther out, where they may have vegetable and flower gardens and trees and plants to cultivate. This institution, in common with many others of our city charities, is an heir of the late John Crerar and receives by his munificence an addition of $50,000 to their funds. There are at present sixty-eight inmates, so that the capacity is very nearly reached. The rooms pertaining to the Relief and Aid Society are always occupied, admittance to them being absolutely free. Of all other inmates an admission fee of $300 is charged, the applicant being required to furnish her own room. They first enter upon six months' probation, and if the board of managers for any reason should not deem it expedient to make them permanent inmates the honorarium or admission fee paid will be returned, less $3 per week for each week she has been an inmate. Each applicant is visited at her abiding place by a special committee, and all particulars of her needs and deserts investigated before her application is brought before the board of managers. Applicants admitted must be absolutely eligible in every particular. She must be at least 45 years of age and of good character, and must be able to show that she has no adequate means of support; she must have been a resident of Chicago for the two previous years, and if she has children who are able to support her she can not be admitted. While the rules governing the domestic life of the home are of necessity enforced upon all alike, they are so kindly intentioned that obedience sits but lightly upon the reasoning member who appreciates the perfect harmony the regulations insure. Yet the management of sixty-eight old people, whose habits and natures are their own and unchangeable, is quite different from governing an institution given over to children, whose plastic minds conform easily to environment. It is quite singular that the youngest matron in the city should be found in charge of the oldest people.

Pioneer Aid and Support Association.—This society was organized to support the families of those executed for participation in the Haymarket massacre and those who are now at Joliet.

School for Deaf and Dumb.—Located at 409 May street, West Side. Conducted by the religious of the Holy Heart of Mary and supported by the Ephpheta Society; Mrs. John Cudahy, president. Following are the directresses: Mesdames John Cudahy, R. P. Travers, N. S. Jones, W. F. McLaughlin, Starr, J. B. Sullivan, James Eagle, Thomas Duffy, J. J. Egan, M. Cudahy, McLaughlin, J. A. Mulligan, J. H. Drury, J. B. Inderrieden, Z. P. Brosseau, W. A. Amberg, M. Shields, E. A. Matthiessen, James Walsh, A. W. Green, M. Sullivan, F. Henrotin, Morris Sellers, W. J. Quan, Thos. Lonergan, W. P. Rend. The average number of deaf mutes in the school is about fifty, and four experienced teachers are employed. Mrs. John Cudahy has devoted a great deal of her time to this noble charity, as have also the other ladies named.

Servite Sisters' Industrial Home for Girls.—Located at 1396 W. Van Buren street. Take Van Buren street car or Madison street cable line. An institution for the care, protection and training of girls who have no homes or homes unfit for them. Conducted by the Servite Sisters of Mary. Superior, Mother Mary Francis.

Soldiers' Home Fund.—This fund amounts to about $70,000 and is the balance left from the result of the great Sanitary Fair held in Chicago during the early part of the war. With the money then raised was established a soldiers' rest or home, where troops going to the front from the Northwest might be fed, and, if necessary, housed. It was a hospital, too, for the wounded and sick who came back from the campaigns they had made. The first home was in an old hotel at No. 75 Randolph street. The association was incorporated and bought property at Thirty-fifth street and the lake, where the Roman Catholic Orphan Asylum now stands. Here a house was built. Ladies canvassed the city for $1 subscriptions and raised a large sum in this way. Mrs. Bristol, who is still one of the leading spirits of the association, canvassed the whole of the North Side, then a series of scattering villages. The Thirty-fifth street property was sold, a block bought in South Evanston, and a house built with part of the proceeds of the sale. Some of the money was loaned on property on the North Side, and the rest on a block on State street, near Archer avenue. The mortgages on both pieces of property had to be foreclosed, and the association still owns the State street property. That on the North Side was sold, and the money is now loaned out at interest. When the Government had established soldiers' homes there was no longer a necessity for maintaining the one here. The property was therefore sold and the proceeds converted into a relief fund.

This fund has remained intact. It has not increased, because its entire revenue has been expended in relieving those who were worthy of relief. Not one dollar of the fund has ever been devoted to any other purpose, except that annually $100 is paid for the use of a room in which to disburse the money and for the services of a clerk. The officers of the association have not made a charge of even so much as five cents for street-car fare, although they regularly and systematically visit their pensioners and devote much time and labor to their work. Each month they pay out about $300, the number of recipients of their bounty varying from sixty to seventy-five.

The first president of the board of managers was T. B. Bryan. He still occupies this office. Mrs. L. H. Bristol, who disburses the fund, also enlisted in 1861, and has not yet been mustered out. Mrs. William H. Myrick and Mrs. Dr. Blain, of Hyde Park, are the only other members of the first board who still hold their positions. The treasurer of the fund is Mrs. J. S. Lewis. Other members of the board of managers are Mrs. Brayman, Mrs. Dr. Hammell, Miss Blakey, Mrs. Myra Bradwell, Justice Bradwell, General Beveridge, and Mr. Henry Bacon, the secretary. The first Saturday of every month Mrs. Bristol, the disbursing officer of the board, goes to the rooms of the Chicago Relief and Aid Society to hold her reception. She finds waiting for her a room full of the expectant callers. As they come in they are given numbered tickets fixing the order in which they shall go to the table behind a screen and receive from Mrs. Bristol the $2, $5, or $10, or whatever sum the case calls for. Very few receive as much as $10.

St. Joseph's Asylum for Boys.—Located on Crawford avenue, between W. Diversy street and Belmont avenue. Take Milwaukee avenue car.

St. Joseph's Home.—Located at 409 S. May street, West Side. Take Blue Island avenue or Twelfth street car. The principal object of this institution is to afford a protecting home for respectable young girls out of employment, until such time as suitable positions are secured for them, either as domestics, sales ladies, cashiers, book-keepers, librarians, etc. The terms for board are regulated according to the accommodations required, ranging in price from $2 to $5 per week. There are a number of private rooms in the building, affording nice accommodations to those young ladies who are employed in various occupations down town and who appreciate the quiet rest their retreat here affords them after the labors and bustle of the day. The building affords accommodations for over 200 persons and is most conveniently and comfortably arranged. Ladies who remain here find accommodations superior to those afforded in hotels at a very high figure, not at all taking into consideration the home-like quietness they enjoy, and the many spiritual advantages besides. The institution is self-supporting.

St. Joseph's Female Orphan Asylum.—His Grace, the Most Reverend Archbishop, gives this institution his especial attention. It is conducted by the Sisters of the Congregation of St. Joseph, whose mother home is in South St. Louis, Mo.

Since 1871, it is located on Thirty-fifth street and Lake avenue, and was founded in 1864. From the inception, the management has not ceased to carry out its true object, that of training and educating destitute, homeless children. The average number of inmates is 220. The asylum has no endowments and nothing in the treasury; and it is only by the most pinching economy that the Sisters are enabled to make both ends meet. To the generosity of Archbishop Feehan and a few benefactors who give constant assistance, the institution derives its main support. The children, as is usually understood, have been deprived of one or both parents, and are dependent on the charitable for their instruction and happiness. In order to prepare the children for a life of usefulness, the Sisters endeavor to train them in household economy, which will enable them to be successful and happy in whatever station of life they may have to fill. The duty in assisting in different parts of the house is assigned to each child according to her age. These duties are changed occasionally, giving every child by this means a knowledge of the necessity of order, cleanliness, economy and care in different kinds of housework. Their work consists of washing dishes sweeping and dusting in dormitories, refectory, kitchen, halls, staircases and laundry. They also have every afternoon several sewing classes. The larger girls learn to make their dresses and other industries, the second size make the underwear for their use and mend their clothes. Being taught to sew, they are furnished a means for the future by which they can save their earnings by doing their own sewing. Another source of improvement and recreation is the library, which contains a number of volumes and is open to their use on Sunday. When a child is received, she is immediately taken to the bath-room, where she is thoroughly bathed and supplied with clean garments. A number is given her, which she will find on every article for her use, that she may thus distinguish her comb, towel, handkerchiefs, hose, books, etc., from those used by her companions. Those who bring their own clothing to the institution are allowed to wear it. The children are frequently adopted by good families or are sent out into others to work, while it is understood that they are to be reared in a respectable manner. A glance into the daily routine will probably give a better idea of the management of the institution. At 5:30 o'clock A. M. a sister awakens the children, who are to assist at Mass celebrated in the asylum, which commences about 6;20 o'clock. Shortly after Mass they repair to the refectory for breakfast. After breakfast all go to the different duties which have been assigned them, in the dormitories, school rooms, play room, etc. The younger children go directly to the wash room, where they are combed, washed and have their clean aprons put on for school. The whole house is swept and dusted every day, the children performing this task under the supervision of the Sisters, who lend their assistance and teach them to perform their work neatly and thoroughly. Great promptitude and diligence are necessary, that all may be finished at the first school bell, which rings at 8:30 o'clock. At the first bell, the children who have been assisting in the different departments are sent to the wash-room to make their toilets and change aprons for school. At 9 o'clock the second bell rings for the line to form, and all are expected to repair to their various classes, when lessons are began.

Following is the order of school exercises: Sixth grade—Christian Doctrine, Speller, Dictionary, Grammar, Geography, Fifth Reader, Practical and Mental Arithmetic. Fifth grade--Christian Doctrine, Speller, Dictionary, Grammar, Geography, United States History, Bible History, Fourth Reader, Practical and Mental Arithmetic. Fourth grade—Catechism, Speller, Third Reader, Practical and Mental Arithmetic. Third grade—Catechism, Spelling, Second Reader, and Mental Arithmetic, Penmanship, Drawing from objects and Singing included.

At 4 o'clock classes are dismissed, and the children play again until supper time, and at 7:30 o'clock they go to bed. A Sister accompanies them and remains with them. The children are never left alone, day or night, the Sisters sleeping in their dormitories. Sister Mary Matilda is Superioress.

St. Joseph's Providence Orphan Asylum.—Situated near Pennock station, on the Chicago, Milwaukee & St. Paul railway. Take train at Union depot, Canal and Adams streets, West Side. The building stands on a slight eminence in the midst of a farm of forty acres. The interior arrangements of the asylum are on a par with the advantages of space and pure air. The large class-room is well lighted and ventilated and each boy has a neat desk. A part of the curriculum is devoted to calisthenic exercises and each day the bright looking youngsters swing the dumb bells and bar bells to enlivening tunes. Down in the refectory the boys sit at long tables, where good food and plenty of it is served out to them by the Sisters of St. Joseph. Soup, meat, vegetables, bread and milk are given out, not in limited quantities. Meat twice a day is the rule for the 180 American boys of all denominations. The dormitories are capacious halls, filled with iron bedsteads, covered with blankets and comforters. The whole house is heated by steam and has all the modern improvements.

St. Paul's Home for Newsboys.—Located at 359, 361, 363 W. Jackson st. An institution devoted to the care and training of working boys, newsboys and waifs of Chicago. It is under Catholic auspices, but receives boys of any denomination, regardless of religious belief. It has a large number of boys in charge. Rev. D. S. A. Mahony, director.

Uhlich Evangelical Lutheran Orphan Asylum.—Organized 1867 by some ladies connected with St. Paul's church. Incorporated 1869. First cared for, only a few children in a small cottage, corner of La Salle avenue and Ontario street. A larger building on Clark street, between Garfield and Webster avenues, was rented later on, but this was swept away by the great fire. The orphans were then brought to the Lake View school for shelter. Afterwards the "Chicago Nursery and Half Orphan Asylum," 175 Burling street, took the children up and boarded them. The ladies had saved up about $8,000, and the Chicago Aid and Relief Society contributed $20,750, and they bought twelve lots on Burling and Centre streets, where the present building was erected during the fall and winter of 1872–73. This edifice received a brick addition in the summer of 1889. The trustees are: Mr. Wm. Knoke, president; Mr. John L. Diez, treasurer; Mr. John Baur, secretary; Rev. R. A. John, F. W. Forch, Wm. Schick, Wm. Keller, Jakob Huber, Conrad Furst, trustees; superintendent, Geo. Zeising; matron, Mrs. Dora Zeising.

Waifs' Mission.—Located at 44 State street, Taylor E. Daniels, superintendent. The object of the mission is the care of homeless boys, notably those who are abandoned to the streets by their parents or other relatives. Directors: Messrs. Walter Q. Gresham, Richard S. Tuthill, B. F. Hagaman, J. Irving Pearce, F. E. Brown, B. F. Lighter, W. H. Cowles, A. H. Revell, J. Harley Bradley, Lester C. Hubbard, and T. E. Daniels. Advisory Board: Messrs. George M. Pullman, Ferd. W. Peck, De Witt C. Cregier, W. Penn Nixon, C. M. Henderson, Joseph R. Dunlop, W. G. Beale, G. F. Swift, John R. Wilson, W. J. Chalmers, R. R. Cable, Marvin Hughitt, Lyman J. Gage, C. T. Yerkes, William Deering, T. W. Harvey, E. W. Gillett, George E. Marshall, J. M. Longenecker, T. B. Blackstone, D. K. Pearsons, and Potter Palmer. During the eleven months ending Jan. 1, 1892, the statistics of the Mission show the following: Six hundred and twenty-eight boys were admitted to the home, of whom 419 received temporary board and lodging. The average attendance at the Sunday-school was 570, and there were 326 religious services held. During the eleven months 80,000 free meals, 16,860 free beds, and 7,809 free baths were given, while over 17,000 articles of clothing were distributed. In the Police Courts the cases of 840 boys were attended to, which resulted in 469 discharges, forty-four sent to the Waifs' Mission, nine sent home, 135 fined, and 130 fined but execution stayed on promise of better behavior. Only twenty were held to the Criminal Court, and thirty-two cases were continued. Among the sick and poor 1,686 visits and investigations were made, and relief afforded as far as possible. The average number of boys enrolled in the day school was forty-nine, while the attendance averaged 78 per cent., a remarkably good showing for street children. Employment and permanent homes were found for 188 boys. The work done in 1890 by the mission was summarized as follows: There were 80,690 free meals furnished to hungry children; 15,630 free beds; 3,593 free baths, and 1,100 haircuts were given. In clothing the naked, 16,000 garments were given out, besides many pairs of shoes, and much mending done gratis. The superintendent appeared before the justices in 929 cases of boys and girls charged with crime or misdemeanor of which 569 were discharged, 114 executions stayed, 122 fined, 64 continued, 44 held to the criminal court (14 afterwards liberated), 16 sent home (runaways). Fifty-six boys were placed in employment, and homes were found for 26 others. Among the sick and poor 2,254 investigations were made, while 396 subsequent visits were made in these cases and assistance was given. Of sick and homeless boys 22 were nursed and 44 were sent to hospitals. There were 168 religious services held.

The total cash expenditure was $7,349.27, including rent, salaries, heat and light, and all other expenses. Of this income $2,507.01 represents the profits earned by the *American Youth*, a boys' weekly paper published by the mission. In this connection the report shows that the superintendent, in addition to his other duties, earned $1,009.25 in cash, or over half of his salary, by the advertising secured by him for the paper, the amount being calculated on the basis of the percentage paid the regular advertising solicitor. The report expatiates at some length on the printing plant, worth $2,500, which has been secured, and in which the boys are taught the printers' art while incidentally "setting up" the paper or "kicking" jobs off the presses. The statement is made that this is the most successful manual training so far attempted among the waifs and the only form of trade-learning that seems to hold their sustained interest.

TRAINING SCHOOL FOR WAIFS.—Branch in connection with the Waif's Mission. Not sufficiently advanced at this date to determine whether or not it will be a success.

Young Ladies' Charity Circle.—A band of sixteen young ladies of the West Side who give entertainments for the benefit of charitable institutions. They have no stated place of meeting. The officers of the circle are: President, Miss Birdie Lewinsohn; vice-president, Miss Annie Gerber; secretary, Miss Belle Davis; treasurer, Mrs. Eva Davis. The other members are: Misses Bessie and Annie Stolofsky, Eva Lerber, Sara Paradise, Mollie Lewinsohn, Ray Zohn, Miss Lipsky, Miss Uphert, Lena Barnett, Miss Goodkind, Ray Nevens, Hattie Grosberg.

Young Men's Hebrew Charity Association.—One of the most active and useful charitable organizations in Chicago. The ball given by this association at the Auditorium early in the present year netted $14,000, or $2,000 more than any of its predecessors. This money was divided among the charities of Chicago as follows: Michael Reese Hospital, $6,000; Jewish Training School of Chicago, $4,000; Y. M. H. C. A. Labor Bureau, $1,000; Contribution toward salary of superintendent of Labor Bureau, $300; Executive Committee in Aid of Russian Refuges, $750; Library of the Michael

Reese Hospital, $100; Truant Aid Society, $100; Policemen's Benevolent Fund, $100; Firemen's Benevolent Fund, $100; Chicago Charity Hospital, $200; Alexian Brothers' Hospital, $100; St. Elizabeth's Hospital, $100; Provident Hospital and Training School Association, $100; Chicago Hospital for Women and Children, $100; Altenheim, $100; Home for the Friendless, $100.

CHRISTIAN ORGANIZATIONS.

Church societies are referred to elsewhere. The following are the leading Christian organizations of a general character in the city:

Bible Institute.—The Bible Institute for home and foreign missions of the Chicago Evangelization Society, which is a training school for evangelists and other Christian workers, is situated—Ladies' Department, 228–232 La Salle avenue, next door to Moody's Church, Chicago avenue, and Men's Department and Class Rooms, 80 West Pearson street, between La Salle avenue and Wells street. Take Wells street or North Clark cable lines. Dwight L. Moody is the founder and president. There are about one hundred students of the bible in the Men's Department, and about fifty women. In the musical department over five hundred students are enrolled, but these are largely in evening classes. The object of the Institute is to give to men and women—especially those who have not had the advantages of higher education, and who would otherwise, in many cases at least, be deprived of special instruction in various lines of Christian work—that knowledge and skill in the use of the Word, which will fit them to do efficient missionary and evangelistic work. More than three hundred have already gone out and are now engaged in work as pastors' assistants, missionaries, Sunday-school missionaries, preaching and singing evangelists, lay helpers, pastors, church visitors, etc. The demand for workers far exceeds the supply. The teaching is done not only by those regularly connected with the Institute, but by eminent men from all parts of America and Great Britain.

Bible Institute.—The Bible Institute or Training School for Evangelists is situated next door to Moody's Chicago Avenue Church, Chicago avenue and La Salle street. Take North Clark or Wells Street cable lines. From this institute Daniel Moody, the evangelist, draws his assistant workers. There are about seventy students of the Bible in the men's department constantly and about half as many women. The object of the institute is to give to men—largely those who have not had the advantages of higher education, and who would otherwise, in many cases, at least, be deprived of special instruction in lines of Christian work—that knowledge and skill in the use of the Word as will fit them the better to do missionary and evangelistic work. Not a few are in training as lay helpers, pastors' assistants and singing evangelists, and the school is but one evidence of the new aggressiveness of the Church to match the modern aggressiveness of the World.

Central W. C. T. U. of Chicago.—Headquarters 161 La Salle street. In addition to the general work of this association it conducts the Bethesda Mission, 606 South Clark street, with which is connected a day nursery, kindergarten, Sunday-school, kitchen garden, free medical dispensary, relief work and gospel meetings; the Talcott Day Nursery, 169 West Adams street, with which is connected a day nursery, a kindergarten and an industrial school; the Anchorage Mission, 125 Third avenue; the Hope Mission and Reading School, 166 North Halsted street; the Bethesda Inn, 408 South Clark street, and the W. C. T. U. restaurant, 69 East Washington street. The president is Mrs. M. B. Carse; first vice-president, Mrs. J. B. Hobbs; recording secretary, Mrs. E. P. Howell; treasurer, Mrs. C. G. Davis. The board of managers is as follows—Mesdames M. B. Carse, J. B. Hobbs, E. P. Howell, E. Warner, N. Norton, G. Bagley, G. Shipman, H. V. Reed, A. Bond, L. A. Hagans, I. Jones, L. R. Hall, E. P. Vail, C. Goodman, U. Bruun, M. J. Haywood, H. J. Berry, W. E. Kelley, L. M. Quine, C. E. Bigelow, T. D. Wallace, D. Fuller, Dr. Winter, C. G. Davis, E. Trapp, C. B. S. Wilcox, H. R. Smith, M. W. Mabbs, C. C. Lake, Miss Helen L. Hood. The missions, nurseries, kindergartens, etc., of the W. C. T. U., are all doing a splendid work in Chicago; so, also, is the association's supervision of the work of the police matrons at the several stations. The treasurer's report for the year ending March, 1890, showed: Balance in treasury March 20, 1889, $2.92; receipts to March 20, 1890, $7,147.14; total, $7,150.06; expenditures to March 20, 1890, $7,113.36; balance in treasury March 20, 1890, $7,150.06. The object of the W. C. T. U., as stated in the constitution of the association, is to plan and carry forward measures which will, with the blessing of God, result in the suppression of intemperance in our midst, and the highest moral and spiritual good of those needing reform; and to this end to provide and maintain permanent buildings, rooms and accommodations for the devotional, business and social meetings of the association, and to sustain and carry forward the mission and general work for the suppression of intemperance and for moral reform, and to encourage and aid such work in general by individual and auxiliary societies and associations. (See "National W. C. T. U." and "W. C. T. U. Building.")

Chicago Bible Society.—Depository and office, 89, 115 Dearborn street. Officers—President, N. S. Bouton; first vice-presdent, H. W. Dudley; second vice-president, Cyrus H. McCormick; treasurer, C. H. Mulliken; corresponding secretary, T. B. Carter; general secretary and agent, Rev. J. A. Mack; auditor, C. W. Pritchard; business committee, N. S. Bouton, J. W. Farlin, H. W. Dudley, C. H. Mulliken, and Rev. J. A. Mack. Bible-work business committee: Mrs. Mark Ayres, Miss E. Dwyer, corresponding secretaries; Mrs. L. A. L. Shute, secretary, 49 S. Ada street.

Christian Endeavor Society of Cook County.—President, P. F. Chase; general secretary, Otto Buehlman. There are five divisions in the county, as follows—Hyde Park, Oak Park, Q. Division, which takes in thirteen societies located on the line of the Chicago, Burlington & Quincy Railroad; Northwestern Division, which includes the societies located not alone on the Northwestern road, but also those on the Chicago, Milwaukee & St. Paul, eight all told; and the Evanston Division. Each of these divisions is in charge of a secretary. The societies of the different divisions frequently hold sociables, prayer meetings, etc. The report for last year shows an increase of 13 junior societies and 24 elder societies since the last convention, which makes a total of 154 societies, when last year there were only 117. The membership one year ago was 4,000, to-day it can boast of nearly 7,000.

The first society was organized in the Williston church, Portland, Me., February 2, 1881, and in June last there were 11,013 societies, with a membership of 660,000. It has principally to do with young people, and the fact of such immense progress as the above figures show will be sufficient to enlist the interest of all people who have any care for the coming generation of men. The following is the statistical division of Chicago unions:

UNIONS.	Societies.	Active members.	Associate members.	Total membership.
North Side	8	285	52	337
South Side	11	519	51	570
West Side (northern)	6	150	20	170
West Side (southern)	17	627	187	814
Evanston	12	455	136	591
Lake View	8	262	118	380
North Western	9	218	102	320
Oak Park	8	213	65	278
"Q."	10	316	86	402
Englewood	9	299	116	415
Hyde Park	12	396	173	569
Total	110	3,740	1,106	4,846

The Cook County union is thorough in its organization and discipline, and serves well to show the workings of the society. The cosmopolitan and liberal christian spirit of the union are also better illustrated here than in smaller places, for here the workings may be seen in many different denominations of Christians and in many tongues. The visiting feature of the union is a great source of knowledge and is resulting in much good. Churches near and far which knew little or nothing of each other are becoming acquainted.

National W. C. T. U. Headquarters.—The National W. C. T. U. headquarters are at present located in the suburb of Evanston, twelve miles from the city. Take train at Wells Street depot, Wells and Kinzie streets, or at Union depot, Adams and Canal streets. The headquarters will probably remain at this place until the completion of the Temperance Temple in the city. Miss Frances Willard, president of the National W. C. T. U., resides at Evanston, as do also Mrs. Caroline B. Buell and Miss Esther Pugh, officers of the Union. The rooms are on Davis street, only a short walk from the railroad stations.

Young Men's Christian Association.—Organized in the year 1858. Office of General Board of Managers located at 148 Madison street. Officers—John V. Farwell, Jr., president; Cyrus H. McCormick, first vice-president; H. M. Hubbard, second vice-president; James L. Houghteling, treasurer; H. M. Starkey, M. D., recording secretary; J. H. Bradshaw, R. W. Hare, E. Burritt Smith, John H. Leslie, A. B. Mead, N. S. Davis, Jr., M. D., C. C. Chapman, John C. Grant, Seymour Walton, A. Kurz, W. I. Midler, F. M. Buck, D. W. Potter, F. S. Osborne, W. G. Sherer; L. Wilbur Messer, general secretary; W. T. Hart, assistant-general secretary. Board of Trustees—S. M. Moore, president; A. L. Coe, vice-president; E. G. Keith, secretary and treasurer; John V. Farwell, N. S. Bouton, Cyrus H. McCormick, A. G. Lane, George M. High, B. F. Jacobs, Orrington Lunt, H. E. Sargent.

MADISON STREET DEPARTMENT, 148 Madison street.—Committee of Management—H. M. Hubbard, chairman; D. W. Potter, vice chairman; Frank

Milligan, secretary; L. A. Trowbridge, John V. Farwell, Jr., R. W. Hare, J. O. Morris, Geo. L. Wrenn, A. P. White, J. S. Lane, Max Baird, R. F. Goldsmith, Frederick T. West, Thos. R. Lyras, J. E. Defebaugh, Seymour Walton; Daniel Sloan, department secretary; L. E. Buell, W. A. Sunday, C. E. Hillis, H. W. Mixsell, A. F. Lee, E.R. Wilson, W. C. Beede, J. C. Maltby, assistant secretaries; E. L. Hayford, M. D., physical director; L. B. Smith, assistant physical director.

Among the numerous privileges offered by this department to young men, are, gymnasium, bath rooms, parlors, recreation and reading rooms, educational classes, lectures and entertainments, practical talks, religious meetings, Bible-training classes, etc. The rooms are very cosily and attractively furnished.

The reading room is an attractive, well-lighted and cheerful room, supplied with easy chairs. The papers are conveniently arranged in racks. Members will find regularly filed the leading daily, weekly, secular and religious newspapers, together with publications on science, art, mechanics, education, architecture, etc. This room contains also a spacious and comfortable writing-table, and all needed material for writing can be had upon application. The library tables are covered with choice literary, illustrated, scientific and humorous periodicals. The library contains dictionaries, cyclopedias, and a large collection of books on history, travel, poetry, biography, fiction, science and theology. Books of special interest and importance to young men will be suggested to members upon application to the assistant secretary. The parlor is supplied with comfortable chairs, is tastefully arranged, and is intended for conversation, reading, leisure, or musical pastime. The amusement room is supplied with numerous games of skill, such as chess, checkers, crokinole, faba baga, base ball, croquet, authors, etc. The large variety of games will provide for a number of members at a time.

WEST SIDE DEPARTMENT, Paulina and Madison Street, A. D. Mackay, department secretary.—Gymnasium, bath rooms, members' parlors, recreation and reading rooms, educational classes, entertainments and lectures, practical talks and religious meetings. The rooms of the department are furnished very attractively.

SOUTH CHICAGO DEPARTMENT, 9140–9142 Commercial Avenue, Thomas Ratcliffe, department secretary.—Large and finely-equipped gymnasium, with new tub and shower-baths, reading room, recreation room and parlor-lectures, entertainments and socials, practical talks and religious meetings.

RAVENSWOOD DEPARTMENT, Ravenswood, Ill., R. J. Bennett, chairman; L. B. Moore, department secretary.—Gymnasium, bowling alleys, bathrooms, lectures and entertainments, practical talks, receptions, religious meetings, Bible-training classes and other privileges. This department occupies a new building valued at $15,000, which has been but recently dedicated, and all of its appointments and furnishings are of the finest and most homelike order. Its supervision is under a committee of management, composed of the leading resident and business men of Ravenswood.

PULLMAN DEPARTMENT, Pullman, Ill.—Gymnasium, bath rooms, parlor, religious meetings, Bible-training classes and other privileges.

GARFIELD BOULEVARD RAILROAD DEPARTMENT, Garfield Boulevard and Tracy Avenue, C. H. Smith, chairman; John G. Percy, department secretary.—Gymnasium, bath rooms, bowling alley, reading room, religious meetings, Bible-training classes, and other privileges especially designed for railroad men. This department occupies a building of its own, with modern and home-like appointments, having its membership principally among railroad men of that section of the city.

KINZIE STREET RAILROAD DEPARTMENT, Kinzie and Canal Streets, E. H. Duff, chairman; William Cook, department secretary.—Reading room, parlor, bath room, receptions and other privileges for railroad men. The membership of this department is largely composed of railroad men in its immediate vicinity.

GERMAN DEPARTMENT, Larrabee Street and Grant Place, A. Kurz, chairman; L. A. Horlacher, department secretary.—Gymnasium, bath rooms, reading, recreation and conversation rooms, circulating library, educational classes, receptions, religious meetings and other privileges.

INTERCOLLEGIATE DEPARTMENT, W. F. Seymour, secretary.—This department has the care of the work in the professional schools of the city.

There are connected with the association numerous features which contribute toward making a membership in this organization both desirable and valuable to young men. Among the privileges accorded are participation in a connection with the following: Informal receptions, trades receptions, members' receptions, boarding-house register, home-like place, good company, friendly counsel, general information, employment bureau, writing conveniences, care in sickness, members' parlors, parlor games, reading room, current literature, educational classes, entertainments, practical talks, literary society, reference library, gymnasium, physical instruction, medical examination, healthful baths, toilet conveniences, summer athletics, outing club, gospel meetings, training classes, Bible classes, prayer meetings, teachers' meetings. Associate members are young men over sixteen years of age, whose references as to good moral character are satisfactory. Active members are young men over sixteen years of age, who are members in good standing of some Evangelical Church. A regular membership ticket, good in all departments, either active or associate, requires an annual membership fee of five dollars. A membership may be obtained by any young man regardless of Church membership or belief. The paid membership of the Chicago association is over five thousand. The Chicago association is the second in the world in membership and in the amount of money received annually for current expenses.

In the building of the Madison street department, 148 Madison street, are located the offices of the State executive committee, the Western Secretarial Institute, and the Young Men's Christian Association Training School.

Seven secretaries are employed in the Illinois State work, and the annual expenditure by the State committee in the supervision of the associations of the State is $16,000. [See "New Y. M. C. A. Building."]

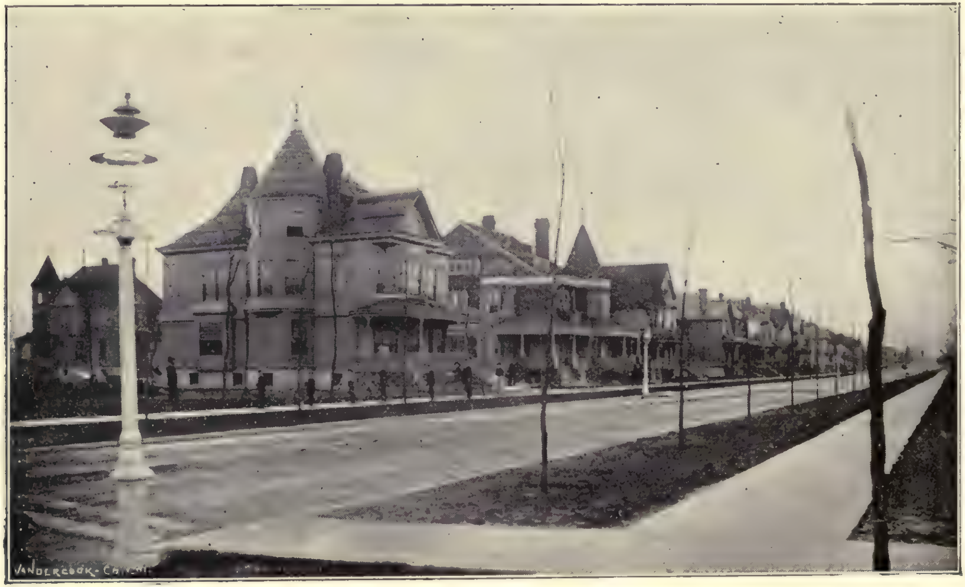
Young Men's Christian Association (*Scandinavian*).—Located at 183 N. Peoria st. President, M. Ellingson; secretary, P. Hanson; treasurer, T. Syvertson; librarian, K. Hall. This association has very comfortable rooms and a large membership.

Young Woman's Christian Association.—Located at room 61, 243 Wabash ave. Officers — President, Mrs. L. Stone; treasurer, Miss M. E. True; corresponding secretary, Mrs. J. M. Brodie; recording secretary, Mrs. R. S. Chamberlain; superintendent employment bureau, Miss I. Stobie, 243 Wabash ave.; superintendent of dispensary, Dr. Odelia Blinn; superintendent boarding-house (288 Michigan ave.), Mrs. Jones. The boarding-house has been overcrowded of late, but arrangements are being made for better and more ample quarters. Young women are boarded at a nominal cost.

CHURCHES.

The visitor will not be many hours in Chicago before he is impressed with the number and beauty of the structures consecrated to divine worship. Unlike some of the older American and European cities, however, he will notice that there are no church edifices in the business center, nor along any of the great business arteries. There were a number of handsome and costly church buildings in the business district previous to 1871, but the great fire swept them away. After the fire, the ground upon which they had stood proved to be so valuable that the various church societies and congregations decided either to sell or improve their "down town" real property, and build their churches on less expensive ground and nearer the residence districts. Among the churches that were to be found down town before the fire, were the First Presbyterian church, on Wabash ave., near Jackson; the Second Presbyterian at the northeast corner of Wabash ave. and Washington st.; St. Mary's Catholic church, at the southwest corner of Wabash ave. and Madison st., where " St. Mary's block" now stands; the First Baptist church on Wabash ave., and the Rev. Dr. Everts' (Episcopal) church. There were many others not so well known and not so well remembered. The Methodists, Presbyterians, Baptists, Unitarians, Roman Catholics, Episcopalians, and, in fact, all denominations, lost heavily by the great fire, both in the South and North divisions. Since then, however, they have all prospered, and every year since has added to the magnitude, the costliness and the beauty of the church edifices they have erected.

LOCATION OF LEADING CHURCHES.—The leading churches of the three divisions of the city are removed to the extent of a street car trip from hotels and depots of the South Side. On the West Side they are found principally along Washington and Ashland blvds. or around Jefferson and Union parks. Centenary Methodist and the Second Baptist churches, two of the oldest in the city, are located on Monroe and Morgan sts. On the North Side they are to be found in the district north of Ontario and east of Clark sts., principally on Dearborn ave. On the South Side they are to be found on Wabash ave., Michigan blvd., and in the district east of State st. and south of Twenty-second st. Take West Madison cable line for West Side, North Clark st. cable line or State st. horse line for North Side and Cottage Grove ave. cable line for South Side. Two of the leading Independent churches of the city, however, the Central and the People's, hold services in the Central Music Hall and Columbia Theatre, respectively, only a short walk from the hotels. Prof. Swing preaches at the former every Sunday; Dr. Thomas at the latter.



[Engraved for The Standard Guide Company.]
SUBURB OF EGGLESTON—YALE AVE., NORTH FROM 72D ST.
[See "Outlying Chicago."]

Popular Ministers and Preachers.—Popular ministers of the city and those of whom the visitor is likely to hear oftenest, are Prof. David Swing, Central Church, Central Music Hall, State and Randolph sts.; Dr. H. W. Thomas, People's Church, McVicker's Theatre, Madison st., near State st.; Simon J. MacPherson, Second Presbyterian Church, Michigan blvd. and Twentieth st.; F. J. Brobst, Westminster Presbyterian, Peoria and Jackson sts.; F. W. Gunsaulus, Plymouth Congregational, Michigan ave., near Twenty-sixth st.; Rabbi E. G. Hirsch, Sinai Congregation, Indiana ave. and Twenty-first st.; Dr. John H. Barrows, First Presbyterian, Indiana ave. and Twenty-first st.; H. H. Barbour, Belden Avenue Methodist Church, Belden ave. and Halsted st.; Dr. P. S. Hensen, First Baptist Church, South Park ave. and Thirty-first st.; Rev. Fred Campbell, Jefferson Park Presbyterian Church, Adams and Throop sts.; State st., near Twenty-third st.; Dr. W. M. Lawrence, Second Baptist Church, Morgan and Monroe sts.; Dr. E. P. Goodwin, First Congregational Church, Washington boulevard and Ann street; Dr. F. A. Noble, Union Park Congregational Church, Washington blvd. and Ashland avenue.; Rt. Rev. William E. McLaren, Episcopal Cathedral, Washington blvd. and Peoria st.; Rev. Dr. Clinton Locke, Grace Episcopal Church, 1445 Wabash ave.; Rt. Rev. Charles E. Cheney, Christ's Episcopal Church, Michigan ave. and Twenty-fourth st.; Rt. Rev. Samuel Fallows, St. Paul's Episcopal, Adams st. and Winchester ave.; J. P. Brushingham, Ada Street M. E. Church, Ada st., between Lake and Fulton sts.; Robert McIntyre, Grace M. E. Church, cor. La Salle ave. and Locust st.; Dr. William Fawcett, Park Avenue M. E. Church, Park ave., corner Robey st.; Frank M. Bristol, Trinity M. E. Church, Indiana ave., near Twenty-fourth st.; Dr. W. T. Meloy, First United Presbyterian Church, Monroe and Paulina sts.; Dr. M. W. Stryker, Fourth Presbyterian Church, Rush and Superior sts.; Dr. John L. Withrow, Third Presbyterian Church, Ashland blvd. and Ogden ave.; Jenkins Lloyd Jones, All Souls' Church, Oakwood blvd. and Langley ave.; T. G. Milsted, Unity Church, Dearborn ave. and Walton place; J. Colman Adams, St. Paul's Unitarian Church, Prairie ave. and Thirtieth st.

Christian Churches.—The Christian Churches of the city are located as follows: First Church, W. Jackson st. and Oakley ave.; Central, Indiana ave. and Thirty-seventh st.; Christian (colored), Apollo Hall, 2719 Dearborn st.; North Side, Cooks' Hall, Lincoln ave. and Sheffield ave.; West Side, 303 and 305 S. Western ave.

Congregational Churches.—The Congregational Churches of the city are located as follows: Bethany, Superior and Lincoln sts.; Bethlehem, Chapel, 709 Loomis st., Bowmanville, Bowmanville; California Avenue, California ave. and W. Monroe; Central Park, W. Forty-first and Fulton st.; Brighton, W. Thirty-fourth near Lincoln st.; Church of the Redeemer, School st., near Evanston ave.; Clinton Street, S. Clinton and Wilson sts.; Covenant, W. Polk st., nw. corner Claremont ave.; Cragin, Armitage ave., near Grand ave.; Douglas Park, 903 Sawyer ave.; Duncan Avenue, Duncan ave., near Seventy-seventh st.; Emanuel (colored), 2811 State st.; Englewood, School and Sixty-fourth sts., Englewood; Englewood North, La Salle and Fifty-ninth sts.; Englewood Trinity, Wright and Sixty-ninth sts.; First, Washington blvd., sw. corner Ann st.; First (Scandinavian), Point and Chanay sts.; Forestville, Champlain ave. and Forty-sixth st.; German Pilgrim, W. Fulton and W. Forty-first sts.; Grace, Powell ave. and Cherry pl.; Humboldt Park, W. Chicago ave., near N. Cali-

(Scandinavian), North California avenue and Armitage avenue; Forestville, Champlain avenue and Forty-sixth street; German Pilgrim, Ayers avenue and Elmer street; Grace, Powell avenue and Cherry pl.; Hermosa, Howard ave. and Cortland; Humboldt Park, W. Chicago ave., near N. California avenue; Immanuel, State and Twenty-eighth streets; Jefferson Park, Jefferson Park; Johannes (German), Franklin street, near Eugenie street; Lakeview, Seminary and Lill avenues; Leavitt Street, Leavitt street and s.w. corner W. Adams street; Lincoln Park, Garfield avenue and Mohawk street; Millard Avenue, S. Central Park avenue, se. corner W. Twenty-third street; New England, Dearborn avenue and Delaware place; Pacific, Cortland and Ballou streets; Plymouth, Michigan avenue, near Twenty-sixth street; Ravenswood, Commercial and Sulzer streets; Rosehill, Rosehill; Sardis (Welch), Peoria street near Jackson street; Sedgwick Branch, Sedgwick and Blackhawk streets; South, Drexel boul., nw. corner Fortieth street, South (German], Ullman street and James avenue; South Chicago, South Chicago; South Park, Madison avenue and Fifty-sixth street; Swedish, South Peoria and Fifty-ninth streets; Summerdale, near Summerdale depot, Lake View; Tabernacle, W. Indiana street, se. corner Morgan street; Union Park, S. Ashland avenue and Washington boul.; Union Tabernacle, South Ashland avenue and W. Twentieth street; Warren Avenue, Warren avenue, sw. corner Albany avenue; Zion, Fifty-sixth and S. Green streets.

Congregational Missions.—The following are the Mission Churches conducted by the Congregationalists: Armour, Thirty-third street, near Butterfield st.; Ashland Avenue, Ashland avenue and Twelfth street; California Avenue, California avenue and Filmore street; Chinese, Washington boul. and S. Ann street: Commercial Avenue, Commercial avenue, near Ninety-sixth street (S. C.); Dorkmus, Butler street, near Thirty-first street; Graceland, near Graceland Cemetery; Harrison Street, Harrison street, near Halsted street; Hegewisch, Hegewisch; House of Hope, 210 W. Indiana street; Hoyne Avenue, W. Nineteenth street, near Leavitt street; Maplewood; Maplewood; Oakley Avenue, W. Indiana street, near Oakley avenue; Randolph, 79 W. Randolph street; Pullman [Swedish], Pullman; Robey Street, N. Robey street, near Clybourne avenue; Swedish, Lock and Thirty first streets; Thirteenth Street, 533 W. Thirteenth street; W. Harrison Street, W. Harrison street, near Kedzie avenue; Wentworth Avenue [Swedish], Wentworth avenue and Thirty ninth street.

Baptist Churches.—The Baptist Churches of the city are located as follows: Belden Avenue, N. Halsted st. and Belden ave.; Bethany, Lock and Bonaparte sts.; Bethesda (Colored), Thirty-fourth st., se. cor. Butterfield st.; Centennial, W. Jackson st., cor. Lincoln st.; Covenant, No. 330 Sixty-third st.; First, Englewood ave., near Stewart ave.; Englewood (Swedish), Wentworth st., south of Forty-ninth st.; Evangel, Dearborn and Forty-seventh sts.; First, South Park ave. and Thirty-first st.; First (German), Bickerdike and W. Huron sts.; First (Swedish), Oak st., near Sedgwick st.; Fourth, Washington blvd., nw. cor. Paulina st.; Humboldt Park, Humboldt and Cortland sts.; Hyde Park, Madison ave. and Fifty-fourth st., Hyde Park; Immanuel (W. S.), Michigan ave., near Twenty-third st.; Irving Park, Irving Park; Lake View, School street, near Lincoln avenue; Langley Avenue, Langley avenue and Seventy-first street; La Salle Avenue, La Salle avenue, near Division street; Memorial, Oakwood boul,, near Cottage Grove avenue; Millard Avenue, Millard avenue, se. corner W. Twenty-fourth street, Lawndale; North Ashland Avenue, N. Ashland avenue, near W. North avenue; Olivet (Colored), Harmon court and Holden place; Providence (colored), 26 N. Irving place; Pullman (Swedish), Pullman; Scandinavian Bethel, Rockwell street, near Humboldt Park; Scandinavian Pilgrim, N. Carpenter and Ohio streets; Second, Morgan street, sw. corner W. Monroe street; Second [German], Burling and Willow streets; Second [Swedish], 3018–3020 Fifth avenue, near Thirty-first street; Shiloh [colored], 430 Sixty-third street; South Chicago, South Chicago; South Chicago, [Swedish], Fourth avenue and Ninety-eighth street; Western Avenue, Warren avenue, nw. corner N. Western avenue. Woodlawn Park, Woodlawn Park.

Baptist Missions.—The following are the Mission churches conducted by the Baptists: Bohemian, Throop and Sixteenth sts.; Congress, Washtenaw ave. and Flournoy st.; Dearborn, 3740 State st.; Hastings Street, Hastings st. near Ashland ave.; Hope, Noble st., sw. corner W. Superior; Ogden Avenue, 643 Ogden ave., in connection with Centennial Church; Raymond, Poplar ave. and Thirtieth st.; Wabansia, 353 Wabansia ave.

Evangelical Association of North America (*German*).—The location of the churches of this denomination is as follows: Chicago District, Presiding Elder, Rev. A. Fuessele, residence 658 Sheffield ave. Adams Street, W. Adams and Robey sts.; First, Thirty-fifth and Dearborn sts.; Centennial, W. Harrison, sw. corner Hoyne ave.; Humboldt Park, Wabansia ave., corner N. Rockwell st.; Lane Park, Roscoe and Bosworth sts.; Salem, W. Twelfth and Union sts.; Second, Wisconsin and Sedgwick sts.; Emanuel, Sheffield ave., ne. corner Marianna st.; St. John's, Noble and W. Huron sts.

Evangelical Lutheran (*English*) *Churches.*—The Evangelical Lutheran (English) Churches of the city are located as follows: Church of the Holy Trinity, 398 La Salle ave.; Grace, Belden ave. and Larrabee st.; St. Paul's, Fairfield and Hoyne aves.; Wicker Park, N. Hoyne ave., nw. corner LeMoyne st.

Evangelical Lutheran (*Danish*).—The Evangelical Lutheran (Danish) Churches of the city are located as follows: St. Stephens, Dearborn and Thirty-sixth sts.; Trinity, 440 and 442 W. Superior st.; Bethel, W. Lake and Forty-second sts.

Evangelical Lutheran (*German*)—The Evangelical Lutheran (German) Churches of the city are located as follows: Andreas, 3650 Honore; Bethlehem, N. Paulina and McReynolds sts.; Christ, Humboldt and Byron aves.; Church of The Holy Cross, Ullman st., nw. cor. James ave.; Emanuel, Twelfth st. and Ashland; ave., Gethsemane, 4407 Wentworth ave.; Gnaden, 169 and 171 Twenty-third pl., near Portland ave.; Grand Crossing, Grand Crossing; Marcus, 1119 California ave.; Martini, 4838 Loomis; Nazareth, Forest ave., near Fullerton ave.; Pullman, Pullman; St. Jacobi, Fremont st., sw. cor. Garfield ave.; St. Johannes, Jefferson; St. John's, W. Superior and Bickerdike sts.; St. Lucas, Belmont ave., Lake View; St.

Mark's, Ashland and Augusta st.; St. Matthew's, Hoyne ave., bet. Twentieth and Twenty-first sts.; St. Paul's, Superior and N. Franklin sts ; St. Peter's, Dearborn st., south of Thirty-ninth st.; St. Simon's, 1339 W. North ave.; St. Stephen's, 838 Chestnut; St. Stephen's, Wentworth ave., northwest cor. Twenty-fifth st.; South Chicago, S. Chicago ; St. Thomas', Washtenaw ave. and Iowa st.; Trinity (U. A. C.), Hanover st. and Twenty-fifth pl.; Trinity (West Chicago), 9, 11 and 13 Snell st. Washington Heights; Zion, W. Nineteenth st., cor. Johnson st.

Evangelical Lutheran (*Norwegian*).—The Evangelical Lutheran (Norwegian) Churches of the city are located as follows : Bethnia, W. Indiana st., se. cor. Carpenter st.; Bethlehem, W. Huron st., cor. N. Centre Ave.; Emanuel, Perry ave. and Cherry; Norwegian, N. Franklin and Erie sts.; Our Saviour's, May and W. Erie sts.; St. Paul's, N. Lincoln and Park sts.; St. Peter's, Hirsch st. and Seymour ave.; Trinity, W. Indiana st., sw. cor. Peoria st.

Evangelical Lutheran (*Separatists*) *Churches*.—The Evangelical Lutheran (Separatists) Churches of the city are located as follows : Church of Peace, N. Wood and Iowa streets; First Church, 270 Augusta st., near Samuel st.

Evangelical Lutheran (*Swedish*) *Churches*.—The Evangelical Lutheran (Swedish) Churches of the city are located as follows : Mission, N. Franklin ave., cor. Whiting st.; Gethsemane, May and W. Huron sts.; Immanuel, Sedgwick and Hobbie sts.; Salem, Portland ave. and Twenty-eighth st.; Tabernacle, S. LaSalle and Thirtieth sts.

Evangelical (*United*) *Churches*.—The Evangelical (United) Churches of the city are located as follows: Church of Peace, Fifty-second and Justine; Emanuel's, Forty-sixth and Dearborn; First German, St. Paul's, Ohio st., sw. cor. La Salle ave.; Second German, Zion, Union st., nw. cor. W. Fourteenth st.; Third German, Salem, 368–372 Twenty-fifth st., near Wentworth ave.; Fourth German, St. Peter's, Chicago ave. and Noble st.; Fifth German, St. John's, Cortland st. near Seymour ave.; Lukas, Sixty-second, cor. Green; Markus, Thirty-fifth, cor. Dashiel; Petri, Colehour; Sixth German, Bethlehem, Diversey ave, and Lewis st.; St. Nicholas, Avondale; Trinity Church, W. Twenty-fourth st., sw. cor. S. Robey st.; Zion's, Auburn Park.

Evangelical Reformed.—The First German church of the Evangelical Reformed denomination is located at 177–179 Hastings st.; Third Friedens, 1330 Wellington.

Episcopal (*Reformed*) *Churches*.—The Episcopal (Reformed) Churches of Chicago are located as follows: Synod of Chicago, bishop, Rt. Rev. Charles E. Cheney, D. D. Christ, Michigan ave. and Twenty-fourth st.; Emanuel, Hanover and Twenty-eighth sts.; St. John's, Thirty-seventh st, cor. Langley ave.; St. Mark's, Maplewood; St. Mark's Mission, Humboldt Park; St. Matthew's, Fullerton ave. and Larrabee sts.; Trinity, Englewood; Tyng Mission, Archer ave. and Twenty-first st.; St. Ansgarius, Sedgwick st. near Chicago ave.; St. Barnabas', Park ave. and Forty-fourth st.; St. Bartholomew's, Sixty-fifth st. and Stewart ave.; St. George's, Grand Crossing; St. Luke's, 388 S. Western ave.; St. Mark's Cottage Grove ave. and Thirty-ninth st.; St. Paul's, 4928 Lake ave.

Episcopal Reformed Missionary.—Jurisdiction of the Northwest and West, Rt. Rev. Samuel Fallows, D. D., bishop; ST. PAUL'S CHURCH, W. Adams st., cor. Winchester ave.

Episcopal Churches.—The Episcopal Churches of the city are located as follows—Bishop of Diocese of Chicago, Rt. Rev. William E. McLaren, D. D., D. C. L., office 18 S. Peoria st., residence 255 Ontario st. ALL SAINTS', 757 N. Clark; ALL SAINTS', Ravenswood; CATHEDRAL SS. PETER AND PAUL, Washington blvd. and Peoria st.; CALVARY, Western av. and Monroe st.; CHRIST, Sixty-fourth st. and Woodlawn av.; CHURCH OF ATONEMENT, Edgewater; CHURCH OF OUR SAVIOR, Lincoln and Belden aves.; CHURCH OF ST. CLEMENT, State and Twentieth st.; CHURCH OF ST. PHILIP THE EVANGELIST, Archer ave. and Thirty-fifth st.; CHURCH OF THE ASCENSION, N. La Salle and Elm; CHURCH OF THE EPIPHANY, S. Ashland ave., corner W. Adams; CHURCH OF THE GOOD SHEPHERD, Millard ave.; CHURCH OF THE REDEEMER, Fifty-seventh st. and Washington ave.; CHURCH OF THE TRANSFIGURATION, Prairie ave. and Thirty-ninth st.; GRACE, 1445 Wabash ave. near Sixteenth st.; ST. ALBAN'S, State st. near Forty-fifth; ST. ANDREWS, Washington blvd. and Robey st.; ST. JAMES', cor. Cass and Huron st.; ST. JOHN'S (So. Chicago.) Commercial ave. and Ninety-second st.; ST. PETER'S, 1532 N. Clark; ST. STEPHEN'S, Johnson st. near W. Taylor st.; ST. THOMAS' (colored) Dearborn st. near Thirtieth st.; TRINITY, Michigan ave. and Twenty-sixth st.

Episcopal Missions and Chapels.—The Missions and Chapels conducted by the Episcopalians are as follows: ADVENT MISSION, W. Madison, near Albany ave.; CHAPEL OF ST. LUKE'S HOSPITAL, 1430 Indiana ave.; DOUGLAS PARK MISSION, superintendent, Rev. H. W. Scaife, M. D.; HOLY TRINITY, Stock yards; HOME FOR INCURABLES, Ellis ave., south of Fifty-fifth st.; MISSION OF NATIVITY, W. Indiana st., near Lincoln st.; SISTERS OF ST. MARY CHAPEL, Washington blvd. and Peoria; ST. JAMES' MISSION, Elm st.

Free Methodist Churches.—The Free Methodist Churches of Chicago are located as follows: FIRST, 16 N. May; SECOND, 447 Ogden ave.; SOUTH SIDE, 5251 Dearborn st.; MILWAUKEE AVENUE, Mozart st. near Armitage ave.; SOUTH CHICAGO, So. Chicago.

Independent Churches.—The Independent Churches of Chicago are located as follows: CHICAGO AVENUE (Moody's), Chicago ave. nw. corner LaSalle ave.. CENTRAL CHURCH (Swing's), Central Music Hall, State st., se. corner Randolph st.; MARKET STREET MISSION, 38 Kinzie st.; PEOPLE'S CHURCH (Thomas'). McVicker's Theatre.

Jewish Synagogues.—The Jewish Synagogues of the city are located as follows: ANSHE EMES, 341 Sedgwick st.; ANSHE KANESSES ISRAEL, se. cor. Judd and Clinton sts.; ANSHE RUSSIA-POLA-SEDEK, S. Clinton cor. Twelfth; CONGREGATION BETH HAMEDRASH HACH ODOSCH, 439 Clark st.; CONGREGATION BETH HAMEDRASH 134 Pacific ave.; CONGREGATION B'NAI ABRAHAM, se. cor. Wright st. and Newberry ave.; CONGREGATION EMANUEL, 280 and 282 N. Franklin st.; CONGREGATION OHAVEH EMUNAH, 386 Clark st.; CONGREGATION OHAVEH SHOLOM, 582 S. Canal st.; CONGREGATION OF THE NORTH SIDE, ne. cor. Rush st. and Walton pl.; CONGREGATION MOSES MONTEFIORE, 130 Augusta st.; CONGREGATION BETHEL, N. May st. near W. Huron st.; KEHILATH ANSHE MAARIV (Congregation of the men of the West), Indiana ave. and Thirty-third st,; KEHILATH B'NAI SHOLOM (Sons of Peace), Twenty-sixth, cor. Indiana; SINAI CONGREGATION, Indiana ave. and Twenty-first st.; ZION CONGREGATION, se. cor. Washington blvd. and Ogden ave.

Methodist Episcopal Churches.—The Methodist Episcopal Churches of the city are located as follows: Ada Street, Ada st., between W. Lake and Fulton sts.; Asbury, 3120 and 3122 Fifth ave.; Auburn Park, Auburn Park; Avondale, Avondale: Bethany, ne. cor. Francisco and W. Jackson sts.; Brighton Park, nw. cor. Thirty-eighth st. and Washtenaw ave.; Centenary, 295 W. Monroe st., near Morgan st.; Chicago Lawn, Chicago Lawn; Cummings, Cummings; Deering, nw. cor. Ward, and Dunning sts.; Douglas Park, 624 S. Washtenaw ave.; Englewood, 6410 Stewart ave.; Erie Street, W. Erie st. near N. Robey st.; Fifty-Fourth Street, Fifty-fourth and Peoria sts.; First, Clark and Washington sts.; Forty-Seventh, Forty-seventh and Dreyer sts.; Fulton Street, 891 and 893 Fulton st., west of Oakley ave.; Garfield Park, W. Lake, cor. Homan ave.; Grace, LaSalle ave. and Locust st.; Grace, Kensington; Grand Crossing, Grand Crossing; Gross, Gross Park; Halsted Street, 778 to 784 S. Halsted st.; Harrison and Forty-second st.; Hegewisch, Hegewisch ave., south of One hundred and Thirty-third st.; Hermosa, Hermosa; Humboldt Park, Humboldt Park; Hyde Park, Hyde Park; Irving Park, Irving Park; Kenwood, 83 Forty-third st.; Leavitt and DeKalb, N. Ogden ave.; Lincoln Street, se. cor. Ambrose and S. Lincoln sts.; Marshfield Avenue, Marshfield st., south of W. Van Buren st.; Moreland, Moreland; Normal Park, Normal Park; North ave; Northwest, Homer st. west of junct. Milwaukee and Western ave.; Oakland, sw. cor. Langley ave. and Oakland blvd.; Park Avenue, se. cor. Robey st. and Park ave.; Park Manor, 6758 S. Chicago ave., Park Side; Paulina Street, 3342 S. Paulina st., near Archer ave.: Pullman, Pullman; Ravenswood, Commercial and Sunnyside ave.; Sacramento Avenue, Sacramento ave. head of Adams st.; Sheffield Avenue, Sheffield ave. and George st.; Simpson Mission, LaSalle and Fifty-ninth sts.; Sixty-fourth and Loomis; South Chicago, ne. cor. Ninety-first st. and Superior ave.; South Englewood, Murray, cor. Eighty-seventh st.; South Park Avenue, Thirty-third st. and South Park ave.; State Street, 4637 State st.; St. Paul's, W. Taylor st. and Center ave.; Trinity, Indiana ave. near Twenty-fourth st.; Wabash Avenue, Fourteenth st. and Wabash ave.; Wesley, 1003 and 1009 N. Halsted st.; Western Avenue, W. Monroe st., and Western ave.; Vicker Park Mission, Milwaukee and W. North aves.; Winter Street, N. W. Gordon and Dashiel sts.; Woodlawn Park, Woodlawn Park.

Methodist Episcopal (African) Churches.—The Methodist Episcopal African) Churches of the city are as follows: Allen, Avondale; Bethel, Arlington Hall, Thirty-first; Quinn's, Central Hall, Wabash ave.; St. Stephen's, 682 Austin ave.; Zion, Dearborn st., between Twenty-ninth and Thirtieth sts.

Methodist Episcopal (Bohemian) Churches.—The Methodist Episcopal (Bohemian) Churches of the city are located as follows: First, 778 S. Halsted st.; Second, S. Halsted and W. Twelfth.

Methodist Episcopal (German) Churches.—The Methodist Episcopal (German) Churches of the city are located as follows: Ashland Avenue, 485 N. Ashland ave.; Centennial Mission, Wellington and Sheffield aves., Lake View; Center Street, nw. cor. Dayton and Centre sts.; Clybourne Avenue, 51 and 53 Clybourne ave.; Deering Mission, Clybourne ave., near Fullerton ave.; Ebeneezer, sw. cor. Thirty-first and Ullman sts.; Fullerton Avenue, ne. cor. N. Western ave. and W. Fullerton ave.; Immanuel, 832 and 834 W.

Twenty-second st.; MAXWELL STREET, 308 Maxwell st.; PORTLAND AVENUE, se. cor. Twenty-eighth st. and Portland ave.; ROBEY STREET MISSION, Robey st., near W. Twelfth st.; WENTWORTH AVENUE, Wentworth ave., south of Thirty-seventh st.

Methodist Episcopal (Norwegian) Churches.—The Methodist Episcopal (Norwegian) Churches of the city are located as follows: IMMANUEL, W. Huron and Bickerdike sts.; FIRST, se. cor. Sangamon and W. Indiana sts.; MORELAND, Moreland; PARK SIDE —; TRINITY, Maplewood and Thompson.

Methodist Episcopal (Swedish) Churches.—The Methodist Episcopal (Swedish) Churches of the city are located as follows: ATLANTIC STREET, Atlantic and Fifty-second sts.; ENGLEWOOD, Sixty-seventh st. and Stewart ave.; FIFTH AVENUE, ne. cor. Thirty-third; FIRST, N. Market and Oak sts.; FOREST GLEN, Jefferson; HUMBOLDT PARK, Fairfield Ave., near North ave.; LAKE VIEW, Baxter st. and Noble ave.; MAY STREET, N. May st., between W. Ohio and Erie sts.; PULLMAN, Arcade blvd., Pullman; SOUTH CHICAGO, South Chicago; SWEDISH MISSION, Chicago ave., opposite Milton ave.

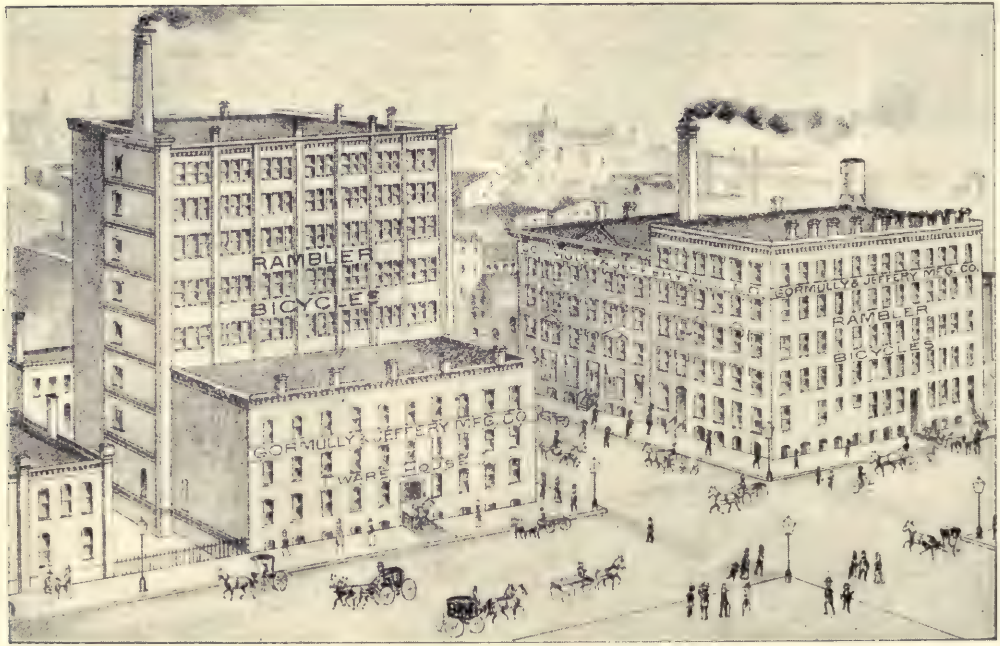
Presbyterian Churches.—The Presbyterian Churches of the city are located as follows: BELDEN AVENUE, Belden and Seminary aves.; BETHANY, Humboldt Park blvd., north of Humboldt Park; CAMPBELL PARK, Leavitt st. and Campbell Park; BROOKLINE, Brookline; CENTRAL PARK, W. Madison, nw. cor. Sacramento ave., Occidental Hall; CHURCH OF THE COVENANT, se. cor. Belden ave. and N. Halsted st.; EIGHTH CHURCH, nw. cor. Robey and Washington blvd.; FIFTH CHURCH, Thirtieth st. and Indiana ave.; EMERALD AVENUE, Emerald ave. and Sixty-seventh st.; FIRST CHURCH OF ENGLEWOOD, Sixty-fourth and Yale sts.; FIRST CHURCH, Indiana ave. and Twenty-first st.; FIRST (German) CHURCH, Willow, cor. Orchard; FIRST (Scotch Church), S. Sangamon and W. Adams sts.; FIRST (United Church), S. W. Paulina and W. Monroe sts.; FORTY-FIRST STREET, Prairie ave. and Forty-first st.; FOURTH, Rush and Superior sts.; FULLERTON AVENUE, nw. cor. Larrabee st. and Fullerton ave.; GRACE (colored), DEARBORN, s. of Thirty-fourth; HOLLAND, Noble and W. Erie sts.; HYDE PARK, Hyde Park; IMMANUEL, Archer ave. and Thirty-first st.; JEFFERSON PARK, W. Adams and Throop sts.; LAKE, nw. cor. Forty-second and Winter sts.; LAKE VIEW, Evanston ave. and Addison st.; MORELAND, Fulton and W. Forty-eighth sts.; NORMAL PARK, Sixty-ninth, cor. Yale; PULLMAN, Pullman; RAILROAD CHAPEL, 1419 State st.; REUNION, sw. cor. Hastings st. and S. Ashland ave.; SECOND, Michigan ave. and Twentieth st.; SIXTH, Vincennes and Oak aves.; SIXTIETH STREET, Sixtieth and School sts.; SOUTH CHICAGO, South Chicago; TENTH, Forty-second, cor. Winter; THIRD, S. Ashland and Ogden aves.; WESTMINSTER, 161 S. Peoria st., cor. W. Jackson st.; WELSH, ne. cor. Sangamon and W. Monroe sts.; WOODLAWN PARK, Woodlawn Park.

Presbyterian Missions.—The missions conducted by the Presbyterians are located as follows: BURR, se. cor. Twenty-third st. and Wentworth ave.; HOPE, Augusta st., near Western ave.; MOSELEY, 2539 Calumet ave.; ONWARD, W. Indiana st. and Hoyne ave.; GROSS PARK, School, cor. Gross; CHRIST CHAPEL, Center and Orchard sts.; WEST OHIO STREET, W. Ohio st., near Lawndale ave.; ELSTON AVENUE, Elston ave., near Fullerton ave.; ENGLEWOOD HEIGHTS, Eighty-ninth, cor. Page; ERIE CHAPEL, Erie, cor. Noble; FIFTY-FIFTH STREET BRANCH, 566 Fifty-fifth st.; FOSTER, 173 S. DesPlaines st.; HEGEWISCH, S. Chicago ave., cor. 133d st.; LARRABEE STREET, Larrabee st., near Clybourne ave.; MEDICAL, 2242 Wentworth ave.; COLORADO AVENUE, Colorado ave., near W. Harrison; OLIVET, Larrabee, cor. Vedder;

Wentworth Avenue, Wentworth ave., near Forty-third st.; South Chicago Avenue, J cor. 100th. West Chicago Avenue, Chicago ave., cor. Lawndale. Services are held at all these Missions at 3 p. m. Sundays.

Presbyterian Church (United.)—First Church, located at the corner of W. Monroe and South Paulina sts.

Roman Catholic Churches.—Archbishop of Chicago, Most Rev. Patrick A. Feehan, D.D.; vicar-general, Very Rev. D. M. J. Dowling; chancellor and secretary, Rev. P. J. Muldoon, 311 Superior st. The Roman Catholic Churches of the city are located as follows: Cathedral of the Holy Name, Superior and N. State sts.; All Saints' Church, sw. cor. Twenty-fifth pl. and Wallace st.; Chapel of Our Lady of Mercy, St. Paul's Home; Church of Notre Dame, De Chicago (French), Vernon Park pl. and Sibley st.; Church of Our Lady of Good Counsel (Bohemian), Western ave. and Cornelia st.; Church of Our Lady of Mount Carmel, Wellington and Beacher sts.; Church of Our Lady of Sorrows, 1406 W. Jackson st; Church of the Annunciation, sw. cor. Wabansia ave. and N. Paulina st.; Church of the Assumption (Italian), Illinois st., near N. Market st.; Church of the Blessed Sacrament, West Twenty-second street; Church of the Holy Angels, 282 Oakwood blvd.; Church of the Holy Angels, Hoyne ave.; Church of the Holy Family, May and W. Twelfth sts.; Church of the Holy Rosary, sw. cor. S. Park ave. and One Hundred and Thirteenth st., Roseland; Church of the Immaculate Conception, N. Franklin st., north of Schiller st.; Church of the Nativity, Thirty-seventh and Dashiel sts.; Church of the Sacred Heart, se. cor. W. Nineteenth and Johnson sts.; Church of the Visitation, Fifty-first and Morgan sts.; Holy Trinity (German), S. Lincoln and Taylor sts.; Holy Trinity (Polish), Noble and Ingraham sts.; Immaculate Conception B. V. M. (German), 2944–2946 Bonfield st., near Archer ave.; Immaculate Conception B. V. M. (Polish), nw. cor. Eighty-eighth st. and Commercial ave.; St. Albert's Church (Polish), W. Seventeenth and Paulina sts.; St. Agnes', S. Washtenaw ave., near Thirty-eighth st.; St. Aloysius' (German), Thompson and Davis sts.; St. Alphonsus' (German), Lincoln and Southport aves.; St. Ann's, Fifty-fifth st. and Wentworth ave.; St. Anthony of Padua (German). se. cor. Twenty-fourth pl. and Hanover st.; St. Augustin's (German), Fifty-first and Laflin sts.; St. Augustin's (colored), 2251 Indiana ave.; St. Bernard's, Sixty-sixth st. and Stewart ave.; St. Bernard's Church (French), Brighton Park; St. Boniface's (German), Cornell and Noble sts.; St. Brendon's Church, Sixty-seventh, cor. Bishop; St. Bridget's, Archer ave. and Church pl.; St. Casimir's Church (Polish), Twenty-second, cor. Little; St. Cecelia's, Bristol st., near Wentworth ave.; St. Charles Borromeo's, 87–91 Cypress st.; St. Columbas' Church, Mackinaw, south of 133d st.; St. Bridget's, Archer ave. and Church pl.; St. Cecelia's, Bristol st., near Wentworth ave.; St. Charles Borromeo's, 87–91 Cypress st.; St. Columbkill's, N. Paulina and W. Indiana sts.; St. Elizabeth's, ne. cor. State and Forty-first sts.; St. Francis of Assisium (German), W. Twelfth st. and Newberry ave.; St. Francis De Sales, Ewing ave. and One Hundred and Second st.; St. Francis Xavier (German), Avondale; St. Gabriel's, se. cor. Wallace and Forty-fifth sts.; St. George's (German), 3915 Fifth ave.;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[See "Guide."]

St. Hedwig's (Polish), North side Kosciusco, bet. N. Hoyne ave. and St. Hedwig st.; St. James', Wabash ave. and Thirtieth st.; St. Jarlath's, Hermitage ave. and W. Jackson st.; St. John's, Eighteenth and Clark sts.; St. John's Nepomucene's (Bohemian), Twenty-fifth st. and Portland ave.; St. John the Baptist (French), Thirty-third ct., near S. Wood st.; St. Joseph's Church (French) Brighton Park; St. Joseph's (German), N. Market and Hill sts; St. Joseph's (Polish), Forty-eighth and Paulina sts.; St. Josaphat's (Polish), nw. cor. Ward st. and Beldon ave.; St. Kevin's Church, Cummings; St. Lawrence's, Seventy-fifth st., near Brooks ave., Grand Crossing; St. Leo's, Wright st. and Schorling ave., Auburn Park; St. Louis, Pullman; St. Malachy's Walnut st. and Western ave.; St. Martin's (German), Forty-ninth and School sts.; St. Mary's, Wabash ave. and Eldridge ct.; St. Mary's (German), Riverdale; St. Mary's of Perpetual Help (Polish), 901 Thirty-second st., near Ullman st.; St. Mathias', Bowmanville: St. Mauritius' Church, 36th, cor. Hoyne; St. Michael's (German), Eugenie st. and Cleveland ave.; St. Monica's Church, 2251 Indiana ave.; St. Nicolas' Church (German), 113th Pl. cor. State; St. Patrick's, Commercial ave., near Ninety-fifth st., South Chicago; St. Patrick's, S. Desplaines and W. Adams sts.; St. Paul's (German) S. Hoyne ave. and Ambrose st.; St. Peter's (German), Clark and Polk sts.; SS. Peter and Paul, Ninety-first st. and Exchange ave., South Chicago; St. Philip's, Park ave. and W. Forty-third st.; St. Pius', se. cor. W. Nineteenth st. and S. Ashland ave.; St. Procopius' (Bohemian), Allport and W. Eighteenth sts.; St. Rose of Lima, Ashland ave., near Forty-eighth st.; St. Stanislaus Kostka's (Polish), Noble and Ingraham sts.; St. Stephen's, N. Sangamon and W. Ohio sts.; St. Sylvester's, California and Shakespeare aves.; St. Teresa's (German), Centre and Clyde sts.; St. Thomas', Fifty-fifth st., Hyde Park.; St. Viateur's, Belmont and Crawford aves.; St. Vincent De Paul's, Webster ave. and Osgood st.; St. Vitus, Paulina and Van Horn sts.; St. Wenceslaus' (Bohemian), 173 De Koven st.

Swedenborgian (New Jerusalem) Churches.—The Swedenborgian (New Jerusalem) Churches of the city are located as follows: New Church Temple, Van Buren st., east of Wabash ave.

Unitarian Churches.—The Unitarian Churches of the city are located as follows: All Souls', Oakwood blvd., se. corner Langley ave.; Unity, se. cor. Walton pl. and Dearborn ave.

Universalist Churches.—The Universalist Churches of the city are located as follows: Chicago Lawn, Chicago Lawn; Church of the Redeemer, ne. cor. Robey st. and Warren ave.; St. Paul's, Prairie ave. and Thirtieth st.; Englewood, Sixty-third st., Englewood; Ryder, Woodlawn Park; Third, N. Clark, nr. Wellington ave.; Universalist Mission, Fifty-fourth, cor. State.

Miscellaneous Churches.—Churches not mentioned above are located as follows: Disciples of Christ, meet every 1st day at 10:30 a. m. and 7:30 p. m. at 23 and 25 Kendall st.; First Society of Spiritualists, meet at 55 S. Ada st., at 10:45 a. m. and 7:45 p. m., Sundays; German Advent, 272 and 274 Augusta st., services 10 a. m. and 7:30 p. m.; Scandinavian Chapel, 269 W. Erie st., services Saturday, 10 a. m.

CITY RAILWAY SERVICE.

The City railway, or intramural service of Chicago, embraces horse-car, cable, electric and elevated railroads. The great existing street-car companies operating horse and cable lines are the Chicago City Railway Company, which operates the lines of the South Side; the West Chicago City Railway Company, which operates the lines of the West Side, being practically the owner of the Chicago Passenger Railway Company, which also operates lines in that division of the city; and the North Chicago Street Railroad Company, which operates the lines of the North Side. The South Chicago City Railway Company is an independent line. The West Chicago, North Chicago and Chicago Passenger Railway Company are under one management, Mr. Charles T. Yerkes being president. Chicago, according to the last census, stands third in length of street railways, as follows: Philadelphia, 283 miles; Boston, 201 miles; Chicago, 185 miles; New York, 177 miles. But when we take miles of track, including sidings and switches, the ratio is changed as follows: Chicago, 375 miles; New York, 369 miles; Boston, 329 miles; Philadelphia, 324 miles.

Character of the Service.—In view of all the surrounding circumstances, many of which have contributed toward making street car transportation in Chicago difficult, the service rendered the public by the different street railway companies is unsurpassed in any city in the world. Yet in no city in the country, probably, have street car companies been subjected to more severe and unfair criticism. The basis of this criticism has usually been a comparison with the lines operated in other and smaller places, and in population centers where the conditions are entirely unlike those which have to be contended with in Chicago. The West and North Side companies have borne the brunt of the ill-natured and unreasonable abuse, which certain papers sent broadcast without as much as deigning intelligent inquiry as to the causes of such public annoyance as has occurred. Especially is this the case in the matter of stoppages and accidents of various kinds, all of which have been susceptible of satisfactory explanation, and that without the slightest reflection on the several managements, or the city. The climatic difficulties, for instance, have not been the slightest of the causes, nor yet the easiest to overcome in perfecting the several cable systems. We have here the greatest extremes of heat and cold, the variations at times having been as radical as 60° in twenty four hours. Common intelligence understands at a glance that such a condition means the great contraction and expansion of metals, and opens up a long line of impediments in the successful operating of machinery exposed to the elements, to say nothing of the effect on the slot rails of cable roads. These great extremes are not experienced in cities like San Francisco, St. Louis, Cincinnati, or New York, yet the critics seem to have forgotten this. In many of the cities, too, it is unusual for a "grip" car to haul more than one trailer. But in Chicago the South, North and West Side lines always draw two, and often three trailers, and consequently much heavier loads than are carried in other places. Then, again, nowhere else do the "grips" run so close together as here, especially in the early morning and evening hours when they are often not more than a quarter of a minute apart. This, however, is only a mere taste of the exactions on the West and North Side systems by comparison, for while on most cable roads the tracks are straight and run on a level, here they bend around blocks in the formation of return "loops," and while on the "loops" climb steep tunnel grades, and this when they are loaded the heaviest. For instance, the West Madison street train coming east turns at Jefferson and Madison sts., at Jefferson and Washington (going into the tunnel beneath the river), at Washington and Fifth ave. (having passed under the river), at Fifth ave. and Madison, and at Madison and La Salle; and going west, at La Salle and Randolph, at Randolph and Fifth ave., at Fifth ave. and Washington, at Washington and Jefferson, and at Jefferson and Madison. The service of the North Side cable is equally, if not more, exacting—its loop being longer, its curves shorter, and the engineering difficulties more complicated. In a word, nowhere else are like demands made on cable roads, for while it is true that other systems have "loops," it is also true that, from the nature of their termini they are used as switches to haul empty cars around; then, again, the further fact that the systems spoken of are the only ones in the country that have tunnels as parts of their "loops" should not be lost sight of in making comparisons. But, with it all, the service of these particular systems is simply marvelous in its regularity, and at the same time makes the dream of rapid transit a reality. The cars are comfortable, the roads thoroughly equipped.

Increasing Traffic.—The traffic on the street car lines and suburban railways is increasing at an enormous rate annually. The street cars in all divisions of the city are over-crowded almost constantly. The North, West and South Side cars are all carrying more people than they were built to carry, but still the number of passengersis increasing every day. The suburban trains are all crowded. On the Illinois Central the same state of affairs exists. That road has 108 trains every day to accommodate its suburban traffic, and, although from five to twelve cars on each train, which run half an hour apart, except in the early morning and evening hours, when there is an interval of five minutes between trains, the seats are always filled, and often people are standing as near together as possible, in every car. When a train is a few minutes late the crowding is worse. The Northwestern and St. Paul trains are also crowded, while the newer roads, which are just developing a suburban region, can scarcely keep up with the tax upon their rolling stock.

Pay of Cable Employés.—The conductors and gripmen receive pay according to the number of trips made. On the Cottage Grove line the runs are numbered from 1 to 113 and on State st. from 1 to 111. In addition to the force that runs these cars are sixty-five extra gripmen and conductors on the Cottage Grove line and nearly an equal number on the State st. line. A "regular" has his "run" as long as he can do his work. An "extra" goes on only when one of the "regulars" is off, or when extra cars are put on. Consequently all the employes desire to become regulars. On the Cottage Grove line the conductors and gripmen receive forty-two cents for a round trip from Thirty-ninth st. north, and sixty cents for a round trip over the entire length of the line. On the State st. line the pay is forty and fifty-six cents respectively. The average time required to make the trip from Thirty-ninth st. is 115 minutes, which gives each conductor and gripman about $3.20 a day.

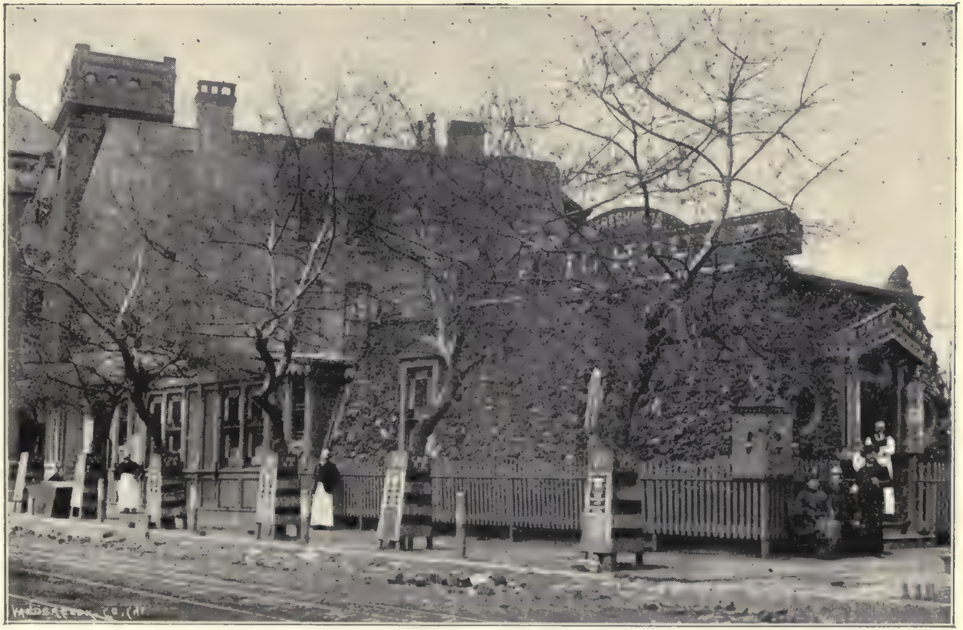
Steam Railroad Service.—It should be borne in mind that in addition to the street railways of this city it has a steam railroad service, in connection with the suburban lines of several of the great railroad companies, which adds immensely to the transportation facilities of the public between points within the corporate limits. It is a well-known fact that the Illinois Central railroad suburban trains carry more passengers than any other suburban line in the world. The suburban trains of the company carried 15,000,000 passengers in 1890. Of this number fully four-fifths were passengers carried between points within the city limits. The Chicago & North-Western; the Chicago, Rock Island and Pacific; the Chicago, Burlington & Quincy; the Chicago, Milwaukee & St. Paul; the Northern Pacific; the Grand Trunk; the Eastern Illinois, and other railroad companies do a heavy suburban business. Without the supplementary aid of these lines it would be impossible for the existing lines of street railways to meet the demands of the public for transit.

Chicago City Railway Company.—This is the company which operates the South Side cable system. During the past eighteen years the property has grown from 22½ miles of track to 152, and from 60 bobtail cars to 1,250 of the largest and best. Its revenue has increased from $600,000 a year to nearly three and one-half millions; its patronage from 30,000 passengers a day to 200,000; the speed of its cars from five miles an hour to an average of ten miles an hour. The company has developed a cable system second to none in the world in extent, efficiency, and public regard. During these eighteen years not a single strike occurred among the employes of the company.

Business done in 1891.—During 1891 the Chicago City Railway Company, or as it is now familiarly known, the South Side Cable Line, carried 77,464,965 passengers, producing a revenue to the company of $3,873,198.27. Of this $2,591,995.99 was earned by the cable cars, and $1,281,202.28 by the horse cars. The cost of operating the road was $2,534,315.66, leaving for net earnings, $1,338,882.61. Out of this there was paid for dividends, $750,000.00; interest, $216,585.45; depreciation cable machinery and tracks, $43,091.53; total, $1,009,676.98; leaving balance to income account of $329,205.63. The average earnings per day were $10,611.50; the percentage of expenses to earnings was 65.43, a decrease of 1.42 over 1890. The cost of operating per car per mile was—cable, 9.369 cents; horse, 23.334 cents; all lines, 13.055 cents. Number of miles run by cable, 14,357,050; horses, 5,096,560; all lines, 19,453,610. The expense per passenger was—cable, 2.60 cents; horse, 4.64 cent; all lines, 3.35 cents. During 1891 there was built 100 open cars, 100 grip cars, and 25 box cars, making the present equipment 600 box cars, 550 open cars and 322 grip cars. Commenced and unfinished 25 box cars and 50 open cars. One mile single track of horse line was laid during the year, making cable track $34\frac{1506}{5280}$ miles, horse track $113\frac{4286}{5280}$ miles; total, $148\frac{612}{5280}$ miles. Horses on hand Jan. 1, '91, 2,508; purchased, 346;—2,854: sold 193, died, 112—305; horses on hand Jan. 1, '92, 2,459. Capital stock, $7,000,000. Bonds, 4½ per cent. $4,619,500.

The net earnings of the road for the last six years were as follows: 1886, $619,253; 1887, $686,259; 1888, $683,338; 1889, $845,339; 1890, $1,139,097; 1891, 1,338,882.61.

OFFICERS OF THE COMPANY.—The following directors hold office for 1892: L. Z. Leiter, D. K. Pearsons, Samuel D. Allerton, Erskine M. Phelps, James C. King, William B. Walker and George H. Wheeler. Following are the officers for 1892: George H. Wheeler, president; James C. King, first vice-president; Erskine M. Phelps, second vice-president; T. C. Pennington, treasurer; F. A. Green, secretary, and M. K. Bowen, assistant superintendent. The president, Mr. Wheeler, is practically the superintendent. This road now carries passengers nine and one-half miles for five cents.



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THE RELIC HOUSE—NEAR LINCOLN PARK.

[See " Relic House."]

North Chicago Street Railroad Company.—Has an authorized capital of $5,000,000. The capital stock is all issued in share sof $100 each and paid up. The company was incorporated in 1886 under Illinois laws, and controls the entire street surface system in the North Division of Chicago. The company acquired title by the purchase of 2,501 shares of the capital stock of the North Chicago City Railway Company, paying therefore $600 per share. The total of shares was 5,000. The companies then entered into a mutual operating agreement whereby the new company, agreed to pay to the old company $30 per share rental annually on the entire stock. The lesser company also agreed to pay the principal and interest of the bonded indebtedness of the old company and assume all other liabilities. Out of the $30 per share to be paid annually, for rental, $75,030, or the rental on the 2,501 shares, reverts to the credit of the lesser company, the owner of the shares. The issues of the new company and the issues of the old company, which are guaranteed by the former, are as follows: Capital stock, paid up, $5,000,000; first mortgage 5 per cent. bonds (new company), $2,350,000; first mortgage 4½ per cent. bonds (old company), $500,000; second mortgage 4½ per cent. bonds (old company), $1,640,000; capital stock old company leased at $35 per share, $249,900. The first mortgage bonds of the Chicago Street Railway ($2,350,000) are for $500 each, bear 5 per cent. interest and due in 1906. These are secured by a mortgage covering all the property and franchises of the company, and the mortgage is held by the Fidelity Insurance, Trust and Safe Deposit Company of Philadelphia; interest payable January 1st and July 1st. The $500,000 first mortgage bonds bearing interest at 6 per cent. of the North Chicago City Railway Company, mature in 1900, interest payable January 1st and July 1st. The $1,640,000 second mortgage bonds are issued by the North Chicago City Railway Company, bear 4½ per cent. interest, and are payable May 1st and November 1st at the company's office. The $249,000 as capital stock of the old company only leased to the new company at an annual rental of $35 per share. The annual fixed charges are $117,000, bearing interest at 5 per cent. on the North Chicago Street R. R. Co.'s first mortgage bonds, $2,350,000, interest at 6 per cent. on North Chicago City R. R. Co. First mortgage bonds of $500,000—$30,000, interest on $1,640,000 4½ per cent. Second mortgage bonds of North Chicago Street R. R. Co. $73,800, interest on $500,000 6 per cent. 5–20s certificates of indebtedness, $30,000; rental of 2,499 shares ($30 per share) of North Chicago City Railway Co. stock, $74,970, thus making a total of $326,270. Accounts are made up each year to December 31st. The franchises of the company are very valuable, and include the right-of-way on all the principal streets in the North division, besides use of bridges and the tunnel. The company pays an annual license fee to the city of $50 per car. The mileage of all the North Side lines is over 80 miles. Part of the system is cabled.

OFFICERS OF THE COMPANY.—Directors, C. T. Yerkes, W. D. Meeker. W. L. Elkins, Charles Henrotin, C. A. Spring, Jr; president, C. T. Yerkes; vice-president, W. F. Furbeck; treasurer and secretary, W. D. Meeker, Office, 444 North Clark street. Registrar, Union National Bank. Stock transferred at company's office. Business done in 1891: The earnings of the North Chicago Railway Company for 1891 were $2,304,610.95; expenses, $1,221,408.11; net earnings, $1,083,202.84; fixed charges, $469,744.80; surplus, $613,458.04; increase of earnings in 1891 over 1890, $329,856.70; increase in expenses, $144,691.04; car mileage, 7,762,366; passengers carried, 44,343,905; trips made, 1,227,853.

West Chicago Street Railroad Company.—This company operates under lease the lines of the Chicago West Division Railroad company and the Chicago Passenger Railway company. The capital stock of the West Chicago Street Railroad company is $10,000,000.

BUSINESS DONE IN 1891.—The gross receipts of this company for 1891 were $4,169,200.74, an increase over 1890 of $505,819.05; operating expenses. $2,468,179.02; net income, $1,701,021.72, an increase of $240,407.86; applicable to dividends, $868,680.12. or over 8.68 per cent. on the capital stock. The miles run were 14,638,414, an increase of 2,422,511, which is equal to increasing the service of the lines 19.83 per cent.

DESCRIPTION OF CABLE SYSTEM.—The West Side system is the newest and most elaborate in the city and second to none in the extent of its resources, or the perfection of its general equipment, and for this reason whatever is said in a descriptive way must naturally be confined to it. This as well as the North Side road, it will be borne in mind, reaches the South Side, or business center, by way of tunnels under the Chicago river. These tunnels were built by the city, and prior to the companies in question using them were mere holes in the ground, and represented the waste of so much public money. President Yerkes, however, saw how they could be utilized to abate the bridge nuisance, and otherwise serve the people, and was quick to move in the matter of obtaining their use. In consideration of the city allowing him to use the La Salle Street tunnel he built and donated to the public two double steel steam bridges across the river, one at Wells and the other at Clark street, at a cost of over $300,000. The Washington street tunnel was in a far worse condition when taken hold of—in fact, it had been abandoned—and before it could be used had to be rebuilt at a cost of nearly $200,000. Both tunnels are now totally unlike what they were a few years ago, and the public not only recognizes the wisdom of their present use, but finds in them the abolition of the former waits at the swing bridges, which is worth additional hundreds of thousands of dollars to the city every year. For the use of the Washington street tunnel the Chicago Passenger Railway Company built a new viaduct at Adams street, a new double steam bridge at the same point and moved the Madison street bridge to Washington street, placing it upon a new pier and abutments. The West Chicago Street Railway Company for the franchise on Taylor street moved the Adams street bridge to Taylor street, and placed it upon a new pier and abutments. Thus within a year two important streets have been opened to through traffic.

THE MADISON STREET LINE. The West Side cable system consists of two distinct lines—the Madison street line, which runs directly west, and the Milwaukee avenue line, which runs northwest. Both lines connect with the down-town "loop" hereafter referred to, and in smoothness of trackage and completeness of equipment are prepared to invite the most rigid investigation and comparison. The power for the operation of the system is supplied from three distinct power houses, all of which are supplied with the best machinery and appliances that could be obtained. The principal power-house is located at Madison and Rockwell streets, being 210x225 feet. It contains two 1,200 horse-power engines, and one of these is going night and day (moving the cars on Madison street), while the other is held in reserve in case of an accident. The cable running west to Fortieth street is driven at the rate of fourteen miles an hour, while the one running east is driven ten and a half miles an hour; the speed of either of them, however, can be increased at will. There is in addition a Corliss engine to propel a loop rope in the power-house, by means of which the cars can be reversed at Rockwell street, whenever it is necessary, The power-house itself is a neat and attractive structure, lighted by electricity, and surmounted by a smoke-stack 175 feet high.

THE MILWAUKEE AVENUE LINE.—The Milwaukee avenue power-house, located at the corner of Cleaver street, in outward appearance and general equipment is very similar to the one on Madison street. It is supplied with two Corliss engines of 1,200 horse-power each, which were built by Fraser & Chalmers, of Chicago. These two engines operate the entire Milwaukee avenue system, which extends from Jefferson and Washington streets to Armitage avenue. The west rope is driven at the rate of twelve miles an hour, while the east end rope is moved at the rate of ten and one-half miles. As with the Madison street ropes, their speed, however, can be increased or lessened at will.

THE TUNNEL LOOP.—The third power-house is located at the corner of Jefferson and Washington streets, and is where the Company's offices are to be found. This station is furnished with two one-thousand horse-power Corliss engines, which are used to operate the Washington street tunnel loop. The cars of both the Madison street and Milwaukee avenue lines are delivered to the cable at this station, and by it they are drawn through the tunnel and around the loop heretofore mentioned. The service of this particular cable is very exacting. At times the heavily loaded trains are but a few seconds apart, yet there is seldom, if ever, any cause for complaint, so perfect are all the details and so elaborate the machinery and appliances. The dynamos for lighting the tunnel are also located at this point, as is also the base of an electric signal system which extends along the several cable lines. By this system the conductor or gripman can communicate with the power-houses and offices at any time, which is an adjunct of almost incalculable advantage in keeping the tracks clear and promptly stopping the machinery in case of accidents from any cause.

THE NEW TUNNEL AND CABLE SERVICE.—During 1891 the work on the elegant new tunnel just north of Van Buren street has been pushed forward as rapidly as such work can be properly done and during the present year it will be opened for the sole use of the cars of this Company. It is much larger than either of the other tunnels and is pronounced by engineers to be perfect. This will be a grand thing for the people of the West Side, for then the bridge nuisance will be practically overcome. The cable lines on Blue Island avenue are now completed as far southwest as Twenty-sixth street, and on Halsted street from Van Buren street to O'Neil street. These lines have been substantially built, the steel girder rail used in its construction being heavier than that used by any steam road, except about one hundred miles on the New York Central, which is the same weight. The opening of these lines during the present year will cause a boom in the south and southwest portions of the city, as did the starting of the Madison street and Milwaukee avenue lines in their vicinity.

NEW CARS AND EXTENSIONS.—A great many new and elegant cars have been added to the equipment of the road during '91. They will be further increased during the present year. These cars are finer and larger than any heretofore built, and the management deserves great credit for their enterprise. The windows are very large, and the cars are lighted by four chandelier lamps. The tracks have been extended on Twelfth Street from Kedzie avenue west to Crawford avenue, and on North avenue from California avenue to Crawford avenue. The Ogden avenue line has been extended to Lawndale avenue. During the year the magnificent viaduct over the railroad tracks on Ogden avenue will be completed, when this will be one of the finest lines in the city. The tracks on Taylor street have been laid from Canal street over the bridge to Fifth avenue. The new Madison street bridge has been swung, so that it will be seen that the West Side has not been behind in the matter of improved service and accommodations. Ordinances are now in the hands of the Council, which, if treated fairly, will secure for the people of the West Division of the city the cross-town lines, which people so badly need, and which the Company stand ready to build—in fact the material for this purpose is now on hand and the lines can be in operation within six months from the passage of the ordinances.

AIDS TO PROMPT SERVICE.—Delays occasioned by heavily loaded wagons breaking down on the tracks, or from fires is almost a thing of the past, thanks to the service of the Company's wrecking wagon and fire wagon. The former carries everything needed to remove a wrecked stone or coal wagon, and the latter an iron "hose bridge" for raising the fire hose over the tracks so that cars can pass underneath it.

NEW DESPLAINES STEET POWER HOUSE.—This new addition to the cable service of the West Side is now about completed and is perfect in every respect. It is situated on Desplaines street, just north of Washington street, and will be used to operate any new loop that may be put into service, and also as a reserve in case of any accident to the plant now in use at the corner of Washington and Jefferson streets. The new building is 25x153 feet, surmounted by a smoke-stack 150 feet high. The foundations cover the entire space occupied by the building. The building contains a 1,000 horse-power Corliss engine, 36x72. Six upright boilers, 7 feet in diameter, 18 feet 10 inches over all, each boiler containing 230 tubes 2¼ inches by 14 feet. This plant is arranged to use oil as fuel in order to overcome the smoke nuisance. In fact the management deserves credit for having gone to the expense of changing all of its plants to use this fuel in order to assist in abating this evil.

OFFICERS OF THE COMPANY.—The officers are: President, Mr. Chas. T. Yerkes; Vice-President and General Manager, Jno. B. Parsons; Secretary and Assistant General Manager, R. C. Crawford; Treasurer, Geo. E. Newlin.

TRACKAGE OF THE COMPANY.—During 1892 the company laid seven and one-half miles of new track. Fifty miles of new track will probably be laid during the present year, if the company and the city council come to an understanding regarding rights of way, etc.

OFFICERS OF THE COMPANY.—The officers are: President, Mr. C. T. Yerkes. Directors: C. T. Yerkes, W. L. Elkins, J. B. Parsons, R. C. Crawford, David R. Fraser.

Other Lines Completed and Projected.—The year 1891 will probably see remarkable activity in the building of rapid transit lines of city railway. Among the new lines completed, under way and projected, are the following:

CALUMET ELECTRIC ROAD.—This line is but the beginning of an extensive system to connect the various manufacturing and residence suburbs which now lack proper communication with each other. It extends from the South Chicago Rolling Mills by way of Eighty-ninth st., Mackinaw ave., Harbor ave., Ninety-third st. and Stony Island ave. to Ninety-fifth st. The

Rae system of propulsion by means of overhead wires is employed. It differs from the Sprague and the Thompson-Houston systems chiefly in having a single motor for each car instead of two smaller ones. A speed of from fifteen to twenty miles is attained with entire safety, as the road-bed is firm and the cars are strongly built, weighing more than five tons each. The curves and switches are guarded against accident by an automatic device of which Mr. Loss is the inventor. At the power-house are engines of 125 horse-power, capable of supplying the lines now in existence, that is the one opened yesterday and another already built from Pullman to Cottage Grove ave. and Eighty-seventh street. A connecting line has been opened from South Chicago to the Pullman line at Cottage Grove avenue and One Hundred and Fourth street. As soon as practicable the system will be extended to One Hundred and Fifteenth street, through One Hundred and Fifteenth st., Michigan avenue, One Hundred and Eleventh street, and Vincennes road, around Washington Heights and Morgan Park. Further extensions will probably follow. The overhead system will be removed if an economical and otherwise suitable storage battery appears. It is said that none at present exists.

CARETTE LINES.—Operated by the Russell Street Carette Company. Office of company, 148 S. Green street. Officers: A. W. Buckwood, president; W. H. Cowles, secretary and general manager; Edward Twitty, treasurer. Organized July 19, 1889. This company operates carette lines over Madison, Adams and Rush streets, from Ashland avenue to Lincoln Park. Number of cars at present in the service, thirty-five; number of horses, three hundred. The company expects to increase its equipment during the next three years to two or three hundred cars. This is the only line that transports passengers without change, between the West and North Sides of the city, covering a portion of the South Side on the way. The Russell Carette is a more comfortable vehicle than any yet introduced to meet the demands of the public for a conveyance which can be operated on streets without tracks. It is much larger and moves much easier than the omnibus. It is provided with a rear platform, which is as low and convenient for elderly persons as the street car platform. A conductor as well as a driver accompanies every carette and the general conduct of the vehicle is similar to that followed in the management of the street car. The carette has the advantage of being able to turn aside from its course to evade other vehicles, while it can pick up and discharge its passengers at the curb line. Each carette will furnish seats comfortably for twenty persons -ten on each side—and in addition there is a seat in front for at least three persons, which is very popular. While the rear platform affords standing room for a number of persons, each carette actually seats twenty-three persons, yet they frequently carry from thirty to forty persons at a time and have had as many as forty-seven passengers on a single trip. The carettes are nicely upholstered, contain spring seats and backs covered with Wilton carpet. The interior is finished with white, natural woods, ash and cherry being used for doors, windows, frames, etc. All trimmings are of bronze.

CICERO AND PROVISO STREET RAILWAY COMPANY.—The electric line operated by this company extends from the terminus of the W. Madison st. cable line, W. Madison and Fortieth sts., to Oak Park. It will be extended further west. The ride is a delightful one, passing as the line does through some of the most beautiful of our western prairie suburbs. The principal suburbs reached are Austin and Oak Park.

Contracts have been let for the construction of extensions from Harlem avenue, the present terminus, to the Desplaines river and on Desplaines avenue, from Madison street south to Twelfth street. The road is to be double tracked. The electrical equipment will be put in by the Edison General Electric Company. The rolling stock for the road built at Pullman will consist of twelve motor cars with twenty-five horse-power equipments to each car, geared to run from twenty to twenty-five miles per hour. These cars will draw open trail cars. The new lines will be completed and in operation by August 1st. The present road is succeeding beyond the expections of its projectors and has had a wonderful effect upon the value of property along its lines.

Equitable Transportation Co.—A permit was recently issued in this city for the construction of an "L" road in the old town of Lake, upon the franchise guaranteed in 1889 to the Equitable Transportation Company. At this writing there seems to be no doubt but that the road will be built within the coming two years. The company has the right to build on Eighty-seventh from State street to Western avenue. This is right along the line of active growth in population, and is the territory for which the South Side alley L road is supposed to be aiming by the ordinance for the right of way along Vincennes avenue, asked for in the name of W. D. Chidester. It is also the territory for which the lately organized north and south elevated road is aiming. Thus there are three competitors for this territory, making it morally certain that vast improvements in transportation facilities for this region are soon to be had. The Equitable Transportation Company, by the liberal terms of its ordinance, would seem to have the decided advantage. It is given the right to erect telegraph, telephone, electric and pneumatic appliances on all its various lines. These various lines, as provided in the ordinance, are:

1. State and Thirty-ninth streets to Halsted and Thirty-ninth; on Halsted south to Vincennes or Summit avenue; southwest on either of these avenues to Eighty-seventh street, and thence to State and Eighty-seventh.
2. State and Thirty-ninth to State and Eighty-seventh streets.
3. State and Vincennes road to Summit avenue.
4. Forty-seventh street and Center avenue to Center avenue and Eighty-seventh street.
5. On Ashland avenue from Thirty-ninth to Eighty-seventh street.
6. On Western avenue from Thirty-ninth to Eighty-seventh street.
7. On Wallace street from Thirty-ninth to Forty-second and thence on Forty-second to Halsted.
8. On Seventy-ninth street from State to Johnson avenue.
9. From State to Halsted on Forty-third street.
10. On Sixty-ninth from State to Johnson avenue.
11. On Forty-seventh street from State to Johnson avenue.
12. On Johnson avenue from Thirty-ninth to Eighty-seventh street.
13. On Ashland avenue from Thirty-ninth to Eighty-seventh street.

Lake Street Elevated Railroad.—The superstructure of this railroad was completed from Canal street, along Lake street on the West Side, very nearly to Union Park, in the spring of the last year. Its course in the future is entirely unsettled, but the probabilities are that it will have two branches, one extending toward the northwestern portion of the city, the other extending to the southwestern, while the main stem will follow the line of Lake street into Cicero, passing through the environs of Austin and Oak Park. As far as completed the road is substantially built. It will have a double track, and will be operated in a manner similar to the system employed on the New York elevated roads. The question of securing a South Side terminal that is a starting-point on the south side of the city, or in the business district, is not settled. There have been several propositions regarding the establishment of a terminal east of the south branch of the river, but all have been abandoned for the time being at least. The probable route of the line through the business district is via the alley-ways paralleling Lake street, from Market street east.

MILWAUKEE AVENUE ELEVATED ROAD.—The Chicago Transit Company, with a capital stock of $12,000,000, was granted articles of incorporation last year by the Secretary of State. The incorporators are: J. M. Hannahs, who is Vice-president of the Elevated road which expects to run up Milwaukee avenue; H. M. Taylor, and G. W. Stanford. The incorporators say they intend to construct a road that will furnish rapid transit for the North Side residents from some point on the river between State and Market and to build their road on private property, which they will acquire by purchase, lease, or condemnation to some portion of the city where the streets are less crowded. The road will run from the Chicago River to Waukegan, but it is probable it will be elevated only to Evanston, beyond it will be a surface road. The motive power will be electricity.

NEW ELECTRIC ROAD.—A new electric road has been projected for North Side, Chicago. The proposed route is from Diversey avenue on Evanston avenue to the Ridge road, along the Ridge road to Oakton avenue. At this point a T will be formed by one line running east to Calvary Cemetery and another west, connecting the main line with the Montrose cut-off. The road will open up for settlement an entirely new section of country, and be of great benefit to South Evanston.

RANDOLPH STREET ELEVATED RAILROAD.—The company which projected this line, to penetrate the West Division from the heart of the city, via Randolph st., has met with some obstacles in the courts, and its future movements are uncertain.

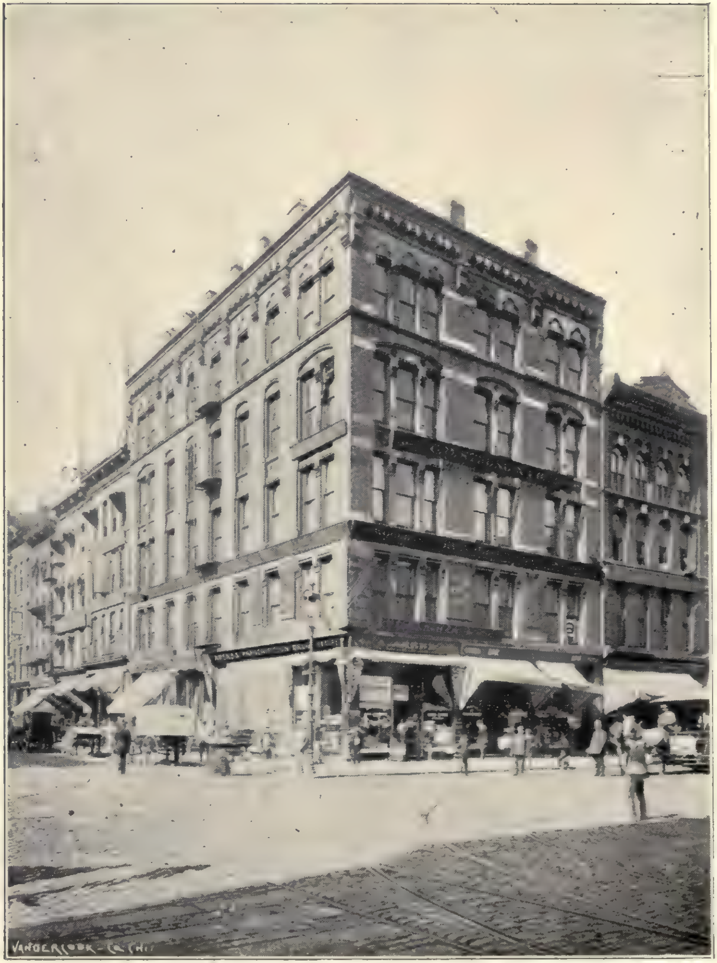
SOUTH END ELECTRIC RAILWAY.—A new corporation; capital, $100,000. The plan is to connect the territory on the ridge with the Pullman electric lines at One Hundred and Fifteenth, One Hundred and Eleventh, One Hundred and Third, and Ninety-fifth streets, and also to connect at the latter with the Calumet Electric street railroad for South Chicago. The road will be one of the best in the country. The rails used will be of the girder type, weighing seventy pounds to the yard. The electrical apparatus is to be of the very best, involving some new features whereby all noise is obviated and a high rate of speed can be maintained if necessary.

SOUTH SIDE ALLEY "L" ROAD.—An elevated railroad running from Van Buren street south to 39th over the alley between State street and Wabash avenue and projected to the Indiana State line. The line up to this writing is almost wholly completed between Van Buren and 39th streets. It will be ready for rolling stock during the present summer. Nothing is definitely known as to the course the main line or its branches may take after leaving 39th street. Various maps showing the course of the road have been published, and some of them, perhaps, with authority, but they are all subject to change. The company having the project in hand was belayed in its operations during the year 1891 on account of a scarcity of funds, but toward the close of the year named, $3,600,000 were raised and the work was pushed rapidly forward. The equipments of the road will be first-class. Handsome depot buildings at the street intersections have been erected. It is expected that the facilities afforded by this road will greatly relieve the strain which is now felt by the South Side Cable Car Company, while it will assist still further in developing the territory lying south of 39th street. It is understood that the alley elevated railroad will not extent north of Van Buren street for some time, if ever. Mr. L. Z. Leiter, it is said, is heavily interested in the enterprise now and probably will control it in the future. It will be a part of his plan, if so, to locate the northern terminal of the line at Van Buren street in the vicinity of his great building and in a locality where he has immense property interests. It is the determination of Mr. Leiter and others associated with him to establish in that vicinity the business center which the erection of the Auditorium rendered certain some years ago. Mr. Leiter, it is well known, is a large stock-holder in the Chicago City Railway Company (the South Side cable line). He is also interested in the North Side Company. The West Division Railway Company will have completed the construction of a tunnel at the close of the present year at Van Buren street, and the North Side road is credited with the intention of extending its cable line to the Polk Street depot, and the South Side Company, as is well understood, co-operates with the Alley Elevated Road. Everything in the way of rapid transportation turns toward Van Buren street as a center and the determination has been expressed frequently among capitalists capable of carrying it out that Van Buren street shall be an artery of trade second to none in the city. There are some projects for the construction of arcades from State street across to 3d avenue, to connect the new business center with the old quarter, around the Board of Trade, and south of that point. One of these is a scheme for a connection from a point near the head of Congress street. The exact method of forming a convenient terminus for the Alley Elevated road has not been decided upon, but it will be a loop or a stub, the effect of which will be to discharge passengers in large numbers at Congress and Van Buren streets, mainly, no doubt, on the former. The Alley Elevated Railroad can never be a completed line until it shall have at least penetrated the Jackson Park district. It is understood that every effort will be put forth in that direction so that the line will be in full operation before the opening of the World's Columbian Exposition in the spring of 1893.

Wabash Avenue Sub-Railway Transportation Company.—Articles of incorporation of the Wabash Avenue Sub-Railway Transportation were filed early in 1891. According to the articles it is proposed to build a sub-railway commencing at a point at the north line of the Chicago River, at the south end of Cass street, in the city of Chicago, thence running south under the center line of Wabash avenue to Eighty-first street. The capital stock is $10,000,000. The incorporators and first board of directors are George W. Cole, Maria E. Beasley, J. Warren Pease, Silas Rhodes and Pleasant Amick. The electric overhead system will be used.

CLUBS—ATHLETIC, SPORTING, ETC.

Athletic Club Houses.—Among the leading athletic club houses of the city are: The new home of the Chicago Athletic Association, on Michigan ave., between Madison and Monroe; the Farragut Club House; the Illinois Cycling Club House, 1068 Washington Bd.; the Lincoln Club, No. 1, Park ave.; the Chicago Cricket Club, Parkside, the Englewood Club, and the Oak Park Cycling Club House now being built at the corner of Oakwood Bd. and Prairie ave.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[Engraved for The Standard Guide Company.]
AREND'S DRUG STORE—MADISON ST. AND FIFTH AVE.
[See "Guide."]

Base Ball Clubs.—In 1891 there was one professional base ball club in this city, under the management of the National League. There are two base ball grounds, one on the West Side and one on the South Side. Van Buren street horse cars reach the former; State street cable cars and L. S. & M. S. Railway the latter. "The Chicago Ball Club"—office, 108 Madison street; president, James A. Hart; secretary, F. H. Andrus; treasurer, John A. Brown. "Chicago City Base Ball League" comprises eight clubs. Offices, 108 Madison street and 145 Monroe street; president, James C. Moodey; vice-president, Virgil M. Brand; secretary, Ferd Wirtz; treasurer, John S. Burke; manager, Frank Rheims. PARKS—*North:* Halsted street and North avenue; take C. M. & St. P. train (Evanston Division) or North Halsted street horse car. *South*: Thirty ninth street and Wentworth avenue; take Wabash avenue cable car. *West*: Ogden avenue and Rockwell street; take Ogden avenue horse car. WESTERN ASSOCIATION OF BASE BALL CLUBS—Meets at 108 Madison street; president, L. C. Kransthoff, Kansas City, Mo.

Boat and Yacht Clubs.—CATLIN BOAT CLUB, Lake shore, foot of Pearson. President, Charles Catlin; secretary and treasurer, T. P. Hillinan. CHICAGO CANOE CLUB—A boating organization of the South Side; member of the Western Canoe Association; boat house foot of Thirty-seventh st. C. W. Lee, purser. CHICAGO YACHT CLUB—Commodore, A. J. Fisher; secretary, Harry Duvall, 655 Rookery building; treasurer, F. W. S Brawley. COUNTESS YACHT CLUB—Room 25, 6, Sherman. President, Sidney W. Woodbury; treasurer, E. W. Heinck. EVANSTON BOAT CLUB—Located on Sheridan road (Lake Shore drive) in the suburb of Evanston. Take train at Wells street depot, Wells and Kinzie sts., North Side, or at Union depot, Canal and Adams sts., West Side. Officers: Frank Winne, president; George Lunt, vice-president; E. C. Angle, secretary; J. B. Ide, treasurer, and James Judd, captain. The club house is an elegant one, and it is the center of the social life of the younger portion of Evanston's society. Among the events looked forward to with pleasurable anticipations by Evanston people is the annual regatta given by the club. Rowing has become a popular amusement with the young people of the town. Many ladies have become experts, and almost any fine day their barks can be seen skimming the surface of the lake. FARRAGUT BOAT CLUB—Located at 3016 and 3018 Lake Park ave. Take Cottage Grove avenue cable line. Organized in 1872. Occupies a handsome brick building, two stories and basement. In the basement are the bowling alley, pool room and lavatories; on the first floor are the parlors, reception room, billiard room, card room and library. On the second floor are a dancing hall and theatre, with equipment of scenery, etc., and seating capacity of 400. A series of entertainments are given during the winter seasons. The boat house of the club is a one-story brick building on the south shore, foot of Thirty-third st. The club owns about twenty-five boats, including an eight-oared barge, four-oared shells, four-oared gigs, single and double shells, single and double training-boats and pleasure boats of all descriptions. Admission fee, $50; annual dues, $24. Officers: president, C. F. Bryant; secretary, E. M. Shinner; treasurer, Frank M. Staples; captain, E. S. Hunter. FARRAGUT NAVAL ASSOCIATION OF CHICAGO—Meets third Thursdays. Commodore, J. J. Sullivan; executive officer, C. B. Plattenberg; paymaster, Thomas L. Johnson; secretary, William S. Kaufman. LINCOLN PARK YACHT CLUB—Organized in 1890. Officers: Commodore, James J. Wilson; vice-commodore, S. S. Johnson; rear commodore, A. E. Back; treasurer, H. A. Paus; secretary, C. O. Andrews; committee on membership, E C. Benniman, D. D. Dutton, C. Johnson. The club consists in the main of those yachtmen, who, during the last season, kept their craft in the new slip at Lincoln Park inside of the new drive that is being constructed along the old Lake-Shore drive, several hundred feet out in the lake. This new slip is the only place around Chicago that can be called a yacht harbor, and, although not completed and not as handy as might be, owing to the continuance of the work on the drive, was used last season by about ten or a dozen yachts as permanent shelter. The owners of these yachts have now organized as a club for co-operation in matters concerning yachting, for economy and safety in taking care of the boats, and in order to be able to look after their interests in submitting suggestions or requests to the Park Commissioners with reference to the new drive and the harbor it encloses. OGDEN BOAT CLUB—Lake Shore, foot of Superior. President, J. V. Clarke, Jr.; secretary, J. D. Caldwell; treasurer, J. B. Waldo; captain, W. R. Cregier.

Chicago Athletic Association.— The idea of organizing the above association and building for it a suitable home originated with one or two of the present members in January, 1889. Object of the association : to encourage all manly sports and promote physical culture. Present number of members, 1,500, including many of the leading business and professional men of the city. Location of new gymnasium building, Michigan-avenue, between Madison and Monroe, facing east, only a short walk from the business center. This magnificent home for the Chicago Athletic Association was begun in February of the past year. The new building contains the largest and best-equipped athletic club house in the United States, and cost $500,000. The ground upon which it stands measures 80x172 feet. The building is of a substantial character, with a front of yellowish brick and gray stone in Venetian style, with tall, diamond-cut windows covering the fourth and fifth floors, which are thrown into one so as to give ample height to the gymnasium. The eighth story has balconies large enough to set tables and chairs upon for those who want to enjoy the fresh air and the prospect upon Lake Michigan. That floor is used for the dining rooms. The ninth and tenth stories have no windows, being lighted by skylights, as they are set apart for the ball courts. The basement contains eight bowling alleys, reaching under the sidewalk ; a shooting gallery, running the whole depth of the building ; a bicycle storage room, with lockers, and connected by an incline with the bicycle club room on the first floor ; large storage and repair rooms and the boilers and machinery. The first story is reached by a spacious vestibule in the center of the front, with the business office and reception and coat rooms on either side. A large hall at the top of the steps opens into the lavatory, barber shop and dressing rooms, back of which are the Turkish and Russian baths, a swimming tank measuring 40x60 feet, and a lounging room. Another door leads from the hall to the bicycle club room, which has a separate entrance from the street to admit wheelmen and their machines, the object being to make it convenient for bicyclists to ride up to the door of the building, store their machines, put on their business suits and leave their wheels there during the day. The second story consists of a large hall in front, with a cafe at the south end, separated by a colonnade, and a billiard room with twenty-six tables. Between the two main rooms are small apartments for the billiard-markers and lavatory and serving room. The third floor contains a library and reading room at the southeast end, with two club rooms adjoining, lavatory, drying room, linen room and office. The rear half is given up to thirty-seven baths, with 1,500 lockers and 106 dressing rooms. The gymnasium occupies the fourth and fifth stories. Three rooms are used for special apparatus, leaving for the gymnasium proper a larger space than is given to any other similar institution in the country. The running track is on a balcony at the height of the fifth story, so as not to interfere with the work of gymnasts. The length of the track is ten laps to the mile. The sixth and seventh stories are occupied by bedrooms, sixty-six in number, with the necessary baths and other requisites. The eighth story is taken up by dining rooms, there being one large general dining room and several private rooms, with the store rooms, kitchen, etc., in the rear. The balconies on this floor can be used by dinner parties. The ninth and tenth stories are thrown into one and contain two racquet courts, a tennis court and five courts with a parlor and marker's rooms. Everything is finished with more regard to substantiality than elegance. The baths are finished with tile and marble, nickel-plated pipes, etc., in the most durable manner. The lounging room on the first floor has two fire-places and a colonnade opening into the swimming-tank. It is furnished with comfortable chairs, divans and lounges. Each of the dressing rooms has a lounge and is comfortably fitted up. Membership limited to 2,000. The initiation fee is $100 for active members and $50 for non-resident members, with annual dues of $40 and $20 respectively.

The government of the association is vested exclusively in a board known as the "board of governors." This consists of twenty-one members chosen by ballot and the gentlemen now constituting the board are: C. L. Hutchinson, president; N. B. Ream, vice-president; James S. Gibbs, treasurer; R. C. Nickerson, secretary; Joseph Adams, Chas. Schwartz, Warren M. Salisbury; B. B. Lamb, M. C. Lightner, Henry Ives Cobb, N K. Fairbank, Eugene S. Pike, A. G. Spalding, W. Vernon Booth, Egbert Jamieson, Joseph T. Bowen, Cyrus H. McCormick, H. P. Crane, Wm. H. Hubbard, W. S. McCrea. This board has full and absolute power over all the property of the association and complete management of it. It has also special powers calculated to regulate the life of the club-house. That its management thus far has been wise and salutary for the association is the conviction of all connected with it.

Chicago Curling Club.—Curling was introduced into Chicago in 1854. At the start the Chicago Club was composed exclusively of Scotchmen, but since that time it has grown and extended its membership, including several Americans and members of other nationalities. Meets at 83 Madison st. The present officers of the club are: President, David Hogg; vice-president, James McWhirter; secretary, James Duncan; treasurer; Alexander White; representative to the Grand National Curling Club, James White; committee of management, John Campbell, James Ralston, Daniel McKay, Richard Pritchard and Robert McWhirter; honorary members, James Alston, Andrew Wallace, Robert Clark and Alexander Kirkland; regular members, John Angus, John Campbell, James Duncan, Frank Grady, David Hogg, Robert C. Harper, Alexander D. Hannah, James B. Hill, E. W. Kibbie, Walter Keeran, William Manson, Frank Manson, Daniel Manson, John McArthur, Daniel McKay, James McWhirter, George Hoffman, Thomas Nicholson, John Pettigrew, Richard Pritchard, John T. Raffen, James Ralston, George Wood, Alexander

White, Alexander Watson, G. Barron, E. Hall, Archibald Savage and G. Hammond. Under the rules of the National Curling Club the club members are not allowed to play matches for money, as from the very beginning every effort has been made to keep the game pure and free even from the semblance of gambling. The rules do not prohibit games between members, however, for some trophy. The rule in the Chicago Club has been to play matches for certain amounts of money, the winners to donate the spoils to some charity.

Chicago Fencing and Boxing Club.—Organized 1890. Club rooms, 106 E. Randolph street. The object of the organization was to increase the interest in local amateur athletic circles. Officers: President, T. W. Sprague; first vice-president, C. H. Chamberlain; second vice-president, F. E. Willard; secretary, F. H. Wightman; treasurer, C. R. Calhoun; captain, Otto Hassel; first lieutenant, C. T. Essig; second lieutenant, J. P. Keary. The instructor in boxing is Prof. George Siler, one of the oldest and best known boxers in America. The club gives frequent public exhibitions. UNION ATHLETIC CLUB—President, J. F. Cook. Meets at 200 Adams street. CHICAGO ATHLETIC PLEASURE CLUB—Officers: G. S. Smallwood, president and manager; P. Mahoney, vice-president; J. Dullaghan, Jr., secretary, and W. D. Fenner, treasurer.

Cricket Clubs.—CHICAGO CRICKET ASSOCIATION—Annual meeting 1st Tuesday in April at Grand Pacific. Officers: President, W. P. Griswold; first vice-president, F. Wilde; second vice-president, H. A. Watson; secretary, E. J. Tomlins, 238 Randolph st. CHICAGO CRICKET CLUB (incorporated)—Meets room 5, 170 State. ST. GEORGE CRICKET CLUB—Secretary, W. Lovegrove, 710 N. Wells. WANDERERS' CRICKET AND ATHLETIC CLUB—One of the foremost athletic clubs of Chicago. Composed of cricketers, sprinters, rowers, etc.

Cycling Clubs.—Among the cycling organizations of Chicago are the following BICYCLE CLUBS' ASSOCIATION, composed of the wheelmen of the various clubs of the city. The objects of this association are to secure harmonious and concerted action in all matters of general interest to wheelmen in Chicago and vicinity, particularly in such matters as municipal legislation, improvements of streets and roads, the prevention of the theft of wheels, to spread a knowledge of the rights, duties and privileges of wheelmen, to promote road and track racing, to foster fraternal club intercourse and, as far as possible, to aid the state and national organizations of the League of American Wheelmen. The delegates and the cycling clubs represented by them are as follows: CHICAGO CYCLING CLUB—S. A. Miles, L. B. Sherman and M. A. Hosgood. ILLINOIS CYCLING CLUB—T. L. Sloan, A. J. Street and W. A. Davis. LINCOLN CYCLING CLUB—William Herrick, J. M. Irwin and R. G. Betts. WASHINGTON CYCLING CLUB—L. W. Conkling, B. B. Ayres and Frank Barrow. DOUGLAS CYCLING CLUB—C. H. Wachter, J. C. Wachter and A. W. Miller. ÆOLUS CYCLING CLUB—J. A. Erickson, R. H. Ehret and A. W. Roth. OAK PARK CYCLING CLUB—C. A. Sturtevant, C. E. Fox and A. T. Merrick. ENGLEWOOD CYCLING CLUB—H. A. Stoddard, F. H. Gere and R. Rees. LAKE VIEW CYCLING CLUB—LeRoy Cram, E. C. Wescott and E. L. Ward. VIKINGS BICYCLE CLUB—Carl Dietrich, F. A. Kern and H. Behrens. The association controls 1,500 political votes and will support candidates favorable to wheelmen and wheeling. AMERICAN CYCLING CLUB—President, C. W. Patterson; secretary, H. M. Kimball.

CHICAGO CYCLING CLUB—Club house located at Lake ave. and Fifty-seventh st., Hyde Park Centre. Take Illinois Central train, foot of Randolph or Van Buren st., or Cottage Grove avenue cable line. This is one of the largest cycling organizations in the country. Its membership consists of about 300 wheelmen, from all parts of the South Side, their runs being on the beautiful boulevards and avenues of the South Park system. President, C. E. Randall; treasurer, R. Powell; secretary, Geo. Kretsinger. COOK COUNTY WHEELMEN—An off-shoot of the Washington Cycling Club, recently organized. Officers: C. E. Graham, president; A. B. McLean, Jr., vice-president; G. Howard Cornell, secretary; W. E. Brooks, Jr., treasurer; E. C. W. Macholdt and C. H. Hinson, directors; W. L. Whitson, captain; Robert C. Craigie, first lieutenant; Bert Salvage, second lieutenant; C. G. Sinsabaugh, third lieutenant; A. L. Holtslander, color-bearer; F. A. Beach, bugler. DOUGLAS CYCLING CLUB—A large organization of wheelmen. Officers: J. C. Wachter, president; C. Kopf, vice-president: Fred Maack. secretary; J. G. Loebstein. Jr., financial secretary; Ed Blettner, treasurer; A. W. Miller, captain; H. B. Walker, William Slavik, board of directors; C. H. Wachter, A. A. Wendell, surgeons. Club house, 586 W. Taylor st. ILLINOIS CYCLING CLUB—Located at 1068 Washington blvd., just west of the railroad crossing, south side of street. Take Madison street cable line to Campbell ave. The building is a four-story brick, built expressly for the club, and is arranged for the convenience and comfort of cyclers. The interior is elegantly furnished. There are billiard-rooms, card-rooms, reception parlors, etc. The club has a large membership. The officers are: President, T. L. Sloan; vice president, H. C. Knisely; secretary, W. A. Davis; treasurer, George A. Mason; directors, C. R. Street, John Hohmann, H. L. Barnum; captain, E. J. Roberts; first lieutenant, Charles Hagaman; second lieutenant, H. E. Krause; third lieutenant, H. G. Chisholm; fourth lieutenant; George Skeer; color-bearer, John Palmer; bugler, S. C. Beach; librarian, H. J. Winn; quartermaster, C. H. Stevens. LAKE VIEW CYCLING CLUB—Located at Lake View, Chicago. Officers: President, C. Edgar Wescott; vice-president, LeRoy T. Cram; secretary, Robert E. Ward; treasurer, Harry Parsons; captain, F. R. McDonald; lieutenant, C. Arnold Wescott; color-bearer, Irving Telling. The four executive officers and captain comprise the board of directors. LINCOLN CYCLING CLUB—235 La Salle ave. President, T. W. Gerould; secretary, W. F. Hochkirk. OAK PARK CYCLING CLUB—Located at Oak Park, a suburb of Chicago; has a large membership. Following are the officers: President, C. A. Sturtevant; vice-president, Thomas H. Gale; secretary, Ed Burington; treasurer, R. T. Miller; board of directors, J. M. Stimpson, Dr. De Vour, Harry Pebbles; captain, J. M. Stimpson; first lieutenant, O. L. Cox; second lieutenant, Charles Steiners; color-bearer, James C. Carter; quartermaster, C. O. Ludlow; bugler, A. T. Starkweather; delegates to associated cycling clubs, J. M. Stimpson, C. A. Sturtevant, C. E. Fox. WASHINGTON CYCLING CLUB—650 W. Adams. President, Burton F. White; secretary, Albert J. Elliott; treasurer, Frank Barron.

Hand Ball Courts.—There are a number of hand ball courts or "alleys" in Chicago, the best being McGurn's, located on Division st., North Side. Take Division st. car. Among the leading hand ball players of the city are Thomas E. Barrett, John T. McGurn, Peter O'Brien, Mart Scanlan, Hugh O'Brien, William McGurn, Dennis Cronin, John Nagle, Captain James

Pumphry, of the fire department; Marshal Campion, David Cushing, John Healey, Charles Dolan, Catcher Buckley, of the National League; John Carmody, Captain John Hall, of the fire department; ex-Alderman James O'Brien, Hugh Harrity, Con Dwyer, Thomas Loftus, John McDonough, Joseph McLaughlin, Thomas McCormack and John Coleman.

Horse Associations.—American Horse Show Association—182 Monroe. President, H. J. McFarland; secretary, Hobart C. Taylor; treasurer, E. S. Brewster; general manager, E. C. Lewis. Central Park Driving Association—President and treasurer, J. T. Rawleigh; secretary, W. H. Kane, 173 La Salle. [See Washington Park Club.]

Hunting, Fishing and Gun Clubs.—Audubon Club—Meets second Tuesday in each quarter at Kern's, 110 La Salle. President, Chas. Kern; secretary and treasurer, William W. Foss. Chicago Cumberland Gun Club—Organized in 1881. Located in Lake county, Ill. Its club house and grounds were formerly the property of the sons of an English nobleman, Lord Parker, and cost that gentleman about $60,000. It is one of the finest pieces of hunting club property in the country. Fifty miles from the city, equipped superbly for all purposes of this character, invaluable as a hunting ground for feathered game, in a healthful locality, the Cumberland's quarters in Lake county offer a permanent temptation to the sportsmen of the club. The officers for the first year were these: President, John M. Smyth; vice-president, Frederick B. Norcom; secretary, Charles K. Herrick; treasurer, John Heiland; board of managers, Stephen Rymal, Charles D. Gammon, Michael Eich. The officers for the present year are: President, H. D. Nichols; vice-president, James Gardner; secretary, William L. Shepard; treasurer, John Heiland. Board of managers, Harry D. Nicholls, Charles D. Gammon, Walter Mattocks. Cumberland Gun Club—Meets at Sherman House. President, Chas. K. Herrick; treasurer, J. Heiland; secretary, W. L Shepard, 164 La Salle. Chicago Rifle Club—President, S. M. Tyrrell; secretary and treasurer, W. H. Chenoweth, 76 West Monroe. Chicago Sharpshooters' Association—Meets first Monday at 49 La Salle st. President, E Thielepappe; secretary, Orcas Matthae; treasurer, W. Burck. Chicago Shooting Club—Meets at Sherman House club room. President, R. B. Organ; secretary and treasurer, John Matter. Diana Hunting Club—Club house at Thayer, Ind. President, J. Press; secretary, J. A. Kreutzberg. English Lake Hunting and Fishing Club—Located at English Lake, Indiana. The club was organized by a number of Chicago gentlemen in 1878 and has prospered since its birth. It is not a regularly incorporated body, but is very wealthy notwithstanding, and its club house is one of the best and most comfortably equipped in the State. The house is a fine frame structure of twenty rooms, and surrounding it are 6,000 acres of marsh-lands. These are the property of the club and abound in duck, snipe, prairie chicken and geese. The members of the English Lake Club who find pleasure in angling are furnished with excellent opportunities in the lake. Among the game fish in its waters are bass, pickerel and pike. Officers: A. M. Fuller, president; J. M. Adams, vice-president; R. W. Hosmer, treasurer, and A. W. Cobb, secretary. Chicago Fly Casting Club—Meets at Sherman House. President, A. H. Harryman; W. H. Babcock, vice-president; C. E. Kenyon, secretary and treasurer. Fox Lake Shooting and Fishing Club—Meets at the Tremont House. President, A. V. Hartwell; secretary, G. M. Millard. 117 Wabash avenue; treasurer, W. D. Cooper. Fox River Fish and Game Association—An association for the preservation of fish and game in the Fox river district. President, George E. Cole; directors, H. L. Hirtz, C. A. Knight, John Stephens, C. F. Hills, George E. Cole, John Wilkinson, L. M. Hamburgher, George R. Davis, O. J. Weidener and James Gardner. Fort Dearborn Shooting Club—President, H. D. Nichols; A. Klineman, vice-president; C. K. Herrick, secretary and treasurer. Grand Calumet Heights Club—President, W. L. Pierce; secretary, G. E. Marshall; meets quarterly at the Sherman House. Lake George Sportsman's Association—Meets second Thursdays in each quarter at Sherman House. President, Jas. W. Sheahan; secretary, J. S. Orvis. Lake View Rifle Club—Meets Saturdays at 2 P. M., at Rifle Range, Colehour. President, N. S. Warren; secretary, W. W. Holden. Mak-Saw-Ba Shooting Club—Meets at Sherman House; club house at Davis Station, Ind. President, T. Benton Leiter; vice-president, L. R. Brown; secretary, W. R. Smith. Minneola Fishing Club—Club House at Fox Lake, Ill. President, O. H. Roche; secretary and treasurer, J. G. Divenn. Mississippi Valley Amateur Rowing Association—President, W. R. Moore, Moline, Ill.; secretary, D. R. Martin, Pullman, Ill.; North Chicago Schuetzen Verein—Meets second Tuesdays at 267 North avenue. President, F. W. Labahn; secretary, H. R. Zemple, 244 North avenue. Sportsman's Club—Meets third Thursday in each quarter at Sherman House. President, C. N. Holden; vice-president, Charles Hadwen; secretary and treasurer, A. W. Carlisle, 1001 Rookery building. The Gun Club—Meets at Sherman House. President, F. C. Donald; secretary and treasurer, C. E. Willard. Tolleston Club—Club grounds near Tolleston, Lake county, Ind.; composed of Chicago business men of sporting taste. One of the wealthiest clubs in the United States. The club was originally organized in 1871 by a number of Chicago gentlemen, who had for years resorted to the marshes of the Calumet, near Tolleston, in Lake county, Ind., for the purpose of shooting the duck and chicken for which these marshes are noted. They called the organization "Tolleston Club" simply and purchased sixty acres of land close to the marshes and known as Van der Naillen farm. On this land, which is somewhat elevated, arose the first Tolleston club house. The house has of late years been vastly improved and enlarged, until now it possesses every comfort. Twenty-two large rooms are finely furnished and nothing is wanting to make the quarters worthy of the tenants, among whom are numbered a hundred or more of Chicago's wealthiest citizens. The officers of the club are: President, F. A. Howe; vice-president, W. R. Linn; secretary, George P. Wells; treasurer, C. D. Peacock; board of directors, C. C. Moeller, James Wright, P Schuttler, J. N. Crouse, S. M. Moore; superintendent of club house, Willard West. Union Shooting and Fishing Club—Club house at Fox Lake, Ill.; meets third Tuesdays each quarter at Grand Pacific. President, John G. Beazley; secretary and treasurer, J. C. McCord, 116 La Salle, room 24. Western Rifle Association—Secretary and treasurer, W. H. Chenoweth, 76 W. Monroe.

Indoor Base Ball Clubs.—There are "Indoor Base Ball Clubs" connected with nearly every social club of prominence in the city, besides a great number of independent organizations in city and suburbs. There are two leading "leagues" of Indoor Base Ball Clubs—the "Midwinter" and Chicago

Indoor Base Ball League. The game was very popular and fashionable in Chicago last winter and the probabilities are that it will continue to be so for more seasons to come. The game is of Chicago invention and followed what came to be known as the "Roller Skating Craze." The ball used is of large size and made of a yielding substance. The bat is 2¾ feet long and 1¼ inches in diameter at the large end. The four bases are each 1½ feet square, each filled with sand. They are not secured to the floor, and a man may slide in and carry the base with him. The pitcher's box is six by three feet, and is marked on the floor in chalk. The nearest line is 22 feet from the home plate. The bases are 27 feet from each other, forming a diamond. The distance from home to second base by a straight line is 37½ feet. Eight or nine men may be played on a side and only rubber-soled shoes are used. The leading teams are La Salles, Kenwoods, Oaks of Austin, Idlewilds of Evanston, Carletons, Marquettes, Farraguts, and Ashlands, of the Midwinter League, and the Harvards, Lincoln Cycling Club, Chicago Cycling Club, and South Side Illinois Club of the Indoor League.

Tennis Clubs.—CHICAGO TENNIS CLUB—2901 Indiana ave. EXCELLO TENNIS CLUB—Secretary, E. U. Kimbark, 183 Monroe. NORTH END TENNIS CLUB—President, Wm. Waller; secretary, A. T. H. Brower, State, corner Burton pl.

Union Athletic Club.—52 State st. President, J. F. Cook; secretary, J. A Barkey, 113 N. Peoria.

Western Association of Base Ball Clubs—Office 108 Madison st. President, L. C. Krauthoff, Kansas City.

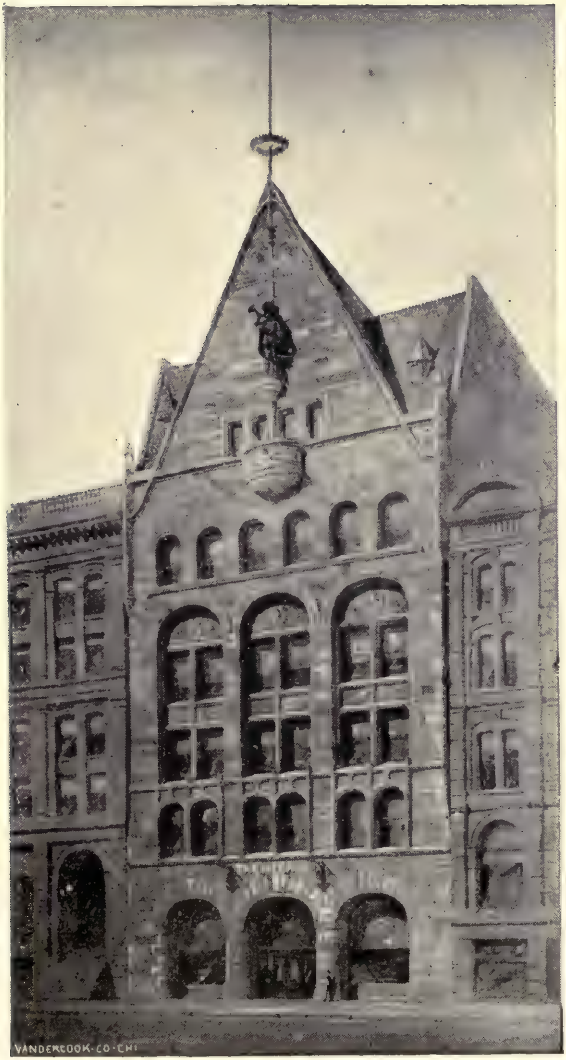
CLUBS—GENTLEMEN'S AND SOCIAL.

Acacia Club.—A social organization, 105 Ashland ave., West Side.

Æolus Club.—A social organization. Officers:—President, H. B. Keats; vice-president, A. W. Roth: second vice-president, S. Wittenberg; corresponding secretary, T. J. Swenie; financial secretary, H. J. Freeman; treasurer, C. P. Kennedy; quartermaster, J. B. Wilson; librarian, E. Andrews; directors, J. Mohr, Al Christianson, and S. W. Wolf.

Apollo Club.—A musical organization of prominence and high standing in the city, of which Prof. W. L. Tomlins is the director. It has through the tireless energy and splendid talents of its leader and his ability to impart his profound knowledge of musical art in a practical way, attained a high plane of artistic effect.

Argo Club—Club house situated on Lake Michigan at the extreme end of the Illinois Central pier. It is a floating structure and the object of locating it on the water is to secure for the members the cool breezes which blow across the water in the summer season. It is in reality neither a boat nor a house, and yet both combined. It is built entirely of wood and cost $15,000. If it were built on shore a fire ordinance governing the building of frame structures within the city limits would swell the expenditure to twice that size. The kitchen and store rooms are in the hold. The main saloon is above, and this room is elaborately finished in mahogany and curly maple. From the tables, which are scattered about the saloon, the club men and their guests are afforded a splendid view of the lake. The state-rooms are on still another deck, and above this is the hurricane or promenade deck, where the


VANDERCOOK·CO·CHI

[Engraved for The Standard Guide Company."]
CHICAGO HERALD BUILDING, 154-158 WASHINGTON ST.
[See "Newspapers."]

orchestra is stationed at all receptions. From top to bottom this half ship, half house, is furnished in the most luxuriant style and the gymnasium or athletic equipment is not surpassed by any semi-aquatic club in the country. Nearly one hundred names are on the roll of membership.

Ashland Club.—Located at 575 Washington boulevard, corner Wood street, organized in October, 1886. It is the leading, as well as the largest, social organization on the West Side. The present membership is 500, to which number it is limited by the by-laws of the club. The club house is a handsome and commodious structure. It contains parlors and reception rooms, a banquet hall capable of seating 200 persons; an assembly hall with a floor space 60x80 feet, the largest of the kind in Chicago, provided with a stage, with complete settings suitable for theatricals, concerts, lectures, etc., far the exclusive use of the club; billiard room with twelve tables, library and reading rooms, wash and bath rooms, kitchen, servants' rooms, bowling alleys, cafe, etc. The balls and other elegant entertainments given by the club have made it a recognized social leader: The buildings and grounds cost $85,000. The admission fee is $50; annual dues $40. A. E. G. Goodridge is president and A. N. Marquis, secretary.

Bankers' Club.—An association of the leading bankers of the city. They give an annual banquet, to which distinguished guests are invited. Officers—President, E. G. Keith; vice-president, John C. Black; secretary, James D. Sturges; executive committee, John C. Neely, W. F. Dummer and John C. Black.

Bichloride of Gold Club, of Chicago.—Organized on the 28th of July, 1891, Composed of graduates of the Keely institute at Dwight and its various branches. Meets at 155 Washington street. Lesley E. Keeley, M. D., LL. D., honorary president for life. First officers: President, Opie P. Read, first vice-present, Thomas F. Murray; second vice-president, D. W. Wood; third vice-president, John Dillon; treasurer, Dr. W. F. Standiford; secretary, C. E. Banks; corresponding secretary, N. A. Reed, Jr.; directors, P. W. Snowhook, N. A. Reed, Jr., Frank A. Moore, Louis A. Rexford, H. H. Boyington and Charles H. Sampson. Present officers: O. W. Nash, president; George B. Booth, secretary; N. A. Reed, Jr.; corresponding secretary; C. H. Sampson, treasurer. This club has done a marvelous amount of good work since its organization. It has sent to Dwight for treatment many needy persons, and up to this writing not a single relapse has been reported. The Chicago club is incorporated under the laws of the State of Illinois. The incorporators were: Louis A. Rexford, Nate A. Reed, Jr., W. Grant Richardson, Homer H. Boyington, Frank A. Moore, Opie P. Reed and William A. Standiford.

Bichloride of Gold Club of Dwight.—Located at Dwight, Ill., seventy-two miles southwest of Chicago. Take the Chicago & Alton railway. Organized April, 1871, in a blacksmith shop by a few graduates of the Keeley Institute. Object of the club, the affiliation of those who have taken the Keeley treatment at Dwight, or any of the legitimate branches of the Keeley Institute. This is the parent club of all the Bichloride of Gold Clubs in the world. Its meeting place for many months was in a disused Presbyterian church to which a large addition or annex was built. The club has a membership at present (summer of 1892) of about 5,000. These members in turn became connected, upon leaving Dwight, with the various Bichloride of Gold Clubs in other parts of the country. The badge of the club is a horseshoe in token of the place where the first meeting was held, in the center of which is the capital letter "K" in recognition of the discoverer of the Bi-Chloride of Gold remedies. The club meets at present in the old opera house at Dwight, which is also used in part as a treatment hall. This is supplied with a stage and all the necessary appliances for the giving of performances. Its presiding officers from the commencement to the present time have been as follows: Presidents: 1st, S. E. Moore, Pittsburgh, Pa.; 2d, O. B. Stanton, Dwight, Ill.; 3d, J. D. Thayer, Warsaw, Ind.; 4th, B. Reynolds, Washington, D. C.; 5th, S. S. Lowe, Chattanooga, Tenn.; 6th, Wm. M. Burris, Liberty, Mo.; 7th, P. H. Sherry, Joliet, Ill.; 8th, W. D. St. Clair, Chicago, Ill.; 9th, Frank Clark, Bartow, Fla.; 10th, Henry C. Cleveland, Rock Island, Ill.; 11th, James N. Brown, Huntsville, Ala.; 12th, J. Haydon Burns, Chicago, Ill.; 13th, J. W. Van Dervoort, Mt. Vernon, N. Y.; 14th, O. W. Nash, Oak Park, Ill.; 15th, J. D. Kehoe, Maysville, Ky. Chairmen: 1st, John J. Flinn, Chicago, Ill.; 2d, W. E. Morrison, Morrisonville, Ill.; 3d, Waller Young, St. Joseph, Mo.; 4th, Geo. H. Slator, Alpena, Mich.; 5th, Charles Stewart, Cedar Rapids, Iowa. The secretary of the club, who is also the secretary of the Bichloride of Gold Club of the World, is Hon. J. D. Kehoe, of Maysville, Ky. Meetings are held every morning in the week at nine o'clock, at which business is transacted and departing members make their addresses, etc. These meetings are conducted according to parliamentary rules and are always interesting. They are usually attended by from 500 to 700 men. Song services are held every Sabbath. The club entertainments are given on Wednesday and Saturday evenings of every week. Admission fee, $1; price of badge, $1.50.

Bichloride of Gold Club of the World.—The outgrowth of the Bi-Chloride of Gold Club of Dwight. Founded in November, 1891. First annual convention held on Feb. 15, 1892. First Board of Directors: S. E. Moore, Capitalist, Pittsburgh, Penn., who was also first president of the Bi-Chloride of Gold Club of Dwight; Hon. W. S. Arnold, ex-surrogate judge of Idaho Territory, resident counsel at Dwight for the Leslie E. Keeley Company; John T. Rice, M. D., Attica, Ind.; Hon. J. D. Kehoe, Maysville, Ken.; John J. Flinn, Chicago, Ill.; William M. Burris, Lawyer, Liberty, Mo.; L. H. Lyon, Capitalist, Lyon's Falls, N. Y.; S. E. Moore, President, W. S. Arnold, Vice-President; J. D. Kehoe, Secretary. This club is founded on the principle of Grand Lodges and furnishes charters to subordinate clubs. Delegate conventions are to be held annually. The membership of the Bi-Chloride of Gold Club of the World, it is expected, will exceed 20,000 by the spring of 1893.

Bon Ami Club, of Wilmette.—Located at Wilmette, a suburb of Chicago, fourteen miles from the Court House. The organization is for social purposes strictly. Officers: President, W. E. Crane; secretary, W. R. Morley; treasurer, E. T. Paul; financial secretary, Mrs. A. N. Gage. The club uses the old Adrian House as a meeting place.

Calumet Club.—Located at the corner of Michigan ave. and Twentieth st. Take Wabash avenue cable line. Organized in 1878. The building which it occupies is a magnificent one, four stories high, with fronts on both the streets named. The grand hall is very handsome, with its broad fire-place, handsome staircase and stained glass windows. To the left are the drawing-rooms, with windows the whole length of the Michigan avenue front, and to the right the offices, the cafe and the billiard room. On the second floor are card rooms and the ball room, where, from time to time during the winter months, entertainments are given. The third floor is devoted to private apartments, and the top floor to the dining rooms and kitchens. The Club has a splendid collection of pictures. It aims to preserve the early history of the city and State, and its old settlers' annual receptions have become famous. The Club is composed generally of the leading men of the South Side. Admission fee, $100; annual dues, $80.

Carleton Club.—A South Side social organization. Meets at 3800 Vincennes ave.

Chicago Club.—Located on Monroe st., between State st. and Wabash ave., opposite the ladies' entrance to the Palmer House. Was organized in 1869, and was an outgrowth of the old Dearborn Club, which was located on Michigan ave., near Jackson st. The first club house of the Chicago was situated at the corner of Wabash ave. and Eldridge ct., and was destroyed in the great fire. The present building was erected shortly afterward. The structure is not as magnificent as some of the club buildings erected more recently, but the interior is beautifully and tastefully arranged. There is more real elegance about it than, perhaps, may be found in any of the others, although it is of an unostentatious character. The dining rooms and kitchens are at the top of the house. The Club is composed generally of the merchant princes and leading professional men of the city, and it is very exclusive. Comfort and congeniality more than crowds and confusion are desired. The admission fee is $300, the annual dues are $80, payable semi-annually. Membership limited to 450 residents and 150 non-residents. The Chicago Club has purchased the beautiful Art Institute Building and will probably move into its new quarters during the present year.

Chicago Electric Club.—Composed of electricians and those connected with electric pursuits. A social club for gentlemen. Located at 103 Adams street. Its rooms are very handsomely fitted up. There are reception rooms for members and their friends of both sexes. There are dining rooms on one floor opening into Kinsley's upper corridors, and arrangements are made to furnish either liquid or solid comfort after the most approved method. Billiard, chess and backgammon outfits are provided in elegantly furnished rooms, but cards are tabooed. An audience hall occupies a large space on the top floor, where the regular club meetings are held for scientific discussion. Paintings, works of art, bric-a-brac, pervade the whole apartment and a music room with piano and other instruments is a part of the fitting. In other words, all has been done that was needful to make the club quarters elegant, refined and in every particular a *recherche* gentleman's club. Some of the members are as well known in Europe as throughout the United States; many of them are social leaders and all of them are successful business men.

Chicago Women's Club.—Organized in 1876 by Mrs Caroline M. Brown, who served as president for three years. The object of the club, as defined in the constitution, is "mutual sympathy and council and united effort toward the higher civilization of humanity and general philanthropic and literary work." The club is divided into six departments, as follows: Reform, philanthropy, home, education, art and literature, philosophy. The regular meetings of the club are held on the first and third Wednesdays of the month, with a business session on the fourth Wednesday. The exercises consist of papers and discussions on topics connected with the work of the different departments. Much outside work of a philanthropic, reformatory and educational nature is also done by the club. The work of placing women physicians in the asylum at Jefferson to take charge of women patients and of securing the appointment of women as matrons in the jail and at the police stations was accomplished by the club, as well as that of procuring the appointment of women on the school board. The first free kindergarten was established through the efforts of this society, which also raised among its members and outside friends nearly $40,000 for the Boys' Industrial School at Glenwood. Three independent organizations owe their existence to the Women's Club, viz., the Physiological Society, the Protective agency for Women and Children, and the Industrial Arts Association. The last named society had for its direct object the introduction of manual training in the lower grades of the public schools. For four years its work, aided by the Decorative Art Association, was successfully carried on through mission schools, the Boys' Industrial School at Glenwood, together with the forming of free classes for the instruction of teachers. It first petitioned the Board of Education for trial schools in 1887 and again in 1892, three of which have been established. Classes for instruction in the special subjects in their charge are held by the two literary departments of the Women's Club. The present membership of the club is about five hundred. Membership is obtained by ballot and the payment of an initiation fee of $10; annual dues $5. The meetings are held in the club rooms of the Art Institute building, corner of Michigan avenue and Van Buren street. The officers are: President, Julia Plato Harvey; vice presidents, Lucretia M. Heywood, N. Halsted; recording secretary, Laura H. Clark; corresponding secretary, Kate G. Huddleston; treasurer, Frances B. Smith; directors, Lucretia Effinger, Isabel A.H. Prindle, Frank Stuart Parker, Mary E. Galvin, Mary E. Farnham, Jessie Willard Bolte, Kate M. Higginson, Ellen C. Broomell, Clara M. J. Farson, Matilda L. Ware, Arabella C. Rogers, Mary Spalding Brown, Sarah M. Heywood, Phebe M. Butler, Emma Dupee, Ida M. Lane, Rachel Mayer, Kate Hutchinson Judah.

SOCIETY FOR THE PROMOTION OF PHYSICAL CULTURE AND CORRECT DRESS.—Fostered by the Women's Club, and holds its meetings in the rooms of that club which are at present in the Art Institute Building. These meetings occur on the first Friday of each month at 2:30 P. M. The object of the society is mutual help toward learning the highest standards of physical development, and mutual counsel towards realizing these standards in practical life. The membership now numbers two hundred. The president is Mrs. H. M. Wilmarth, 222 Michigan avenue, and the secretary Mrs. L. J. Dreier, 4627 Lake avenue.

Church Club—Organized December, 1890. Located on the fourth floor of the High building, No. 103 Adams st. This is an Episcopalian organization and its object is to bring into closer relations the clergy and the laymen of the diocese, such as the board of Missions, the Standing Committee, the St. Andrews Brotherhood, the trustees of the Theological Seminary, the Girls' Friendly Organization, the Women's Auxiliary, and every other work of the church, including Diocesan Offices where the Rt. Rev. the Bishop of Chicago and the Archdeacon can meet the clergy and laymen, and transact any business pertaining to the diocese. Reading and reception rooms are open to members and visitors from 9 A.M. till 5 P M. daily except Sunday. Regular meetings of the Club are held on the 1st Thursday in each month at 8 P.M.

Clarendon Club.—A social organization composed of Israelites. The membership, however, is not limited to those of Hebrew race or creed. The membership includes many of the leading Hebrews of the city.

Commercial Club.—An association of the leading merchants, manufacturers, bankers and capitalists of Chicago, the object of which is to encourage in a social and informal way the interchange of opinions respecting the commercial necessities of the city. The club gives frequent dinners and banquets and entertains distinguished guests. Some question of great importance uppermost at the time is always discussed at their meetings and banquets. [See Chicago Manual Training School.] Officers: President, T. W. Harvey; vice-president, A. C. McClurg; treasurer, Henry J. McFarland; secretary, Fred S. Janes.

Conference Club of Evanston.—Organized in 1890. Its object, "to call together gentlemen of different professions and opinions to discuss present-day topics," has been salutary. A dinner is served monthly during the winter, of which notice is given to members, and the topic for discussion is announced. Two gentlemen particularly interested in or familiar with the subject are chosen to give twenty-minute addresses, after which any member may speak upon the assigned subject.

Congregational Club.—A society of members of the Congregational church. Officers: President, ————; E. H. Pitkin, vice-president; W. E. Hale, second vice-president; Professor H. M. Scott, third vice-president; J. H. Tewksberry, secretary, and J. R. Chapman, treasurer.

Cosmopolitan Club of Evanston:—The Cosmopolitan Club of Evanston was organized in October 1891, the avowed object being to furnish comfortable rooms where brain and brawn workers might meet on a common footing and enjoy a pleasant hour in reading, games and conversation; an object that has been well carried out. The club is, in a measure, unique, and at first met with considerable criticism, but during the three months of its existence it has proved so great a success that there is no longer anything but favorable comment. The rooms of the club, three in number, are over 416 Davis street and are fitted up with all sorts of conveniences. There is a general assembly room, where lectures and entertainments are given and the meetings of the club are held, a library with reading tables supplied with nearly all the current periodicals, and a smoking room with card tables.

The credit of originating the idea of the club belongs to Mr. Volney W. Foster, and to Mr. Foster, Dr. Hillis and one or two others, who have given time and attention to the enterprise, the organization owes its present success.

Dearborn Club.—Located at 43 and 45 Monroe st. [See "Chicago Club."]

Dinner Clubs.—Among these are the "Epicurean" and the "Forty Club." The members dine periodically at one of the leading hotels and discuss questions of current interest.

Douglas Club.—Located at 3518 Ellis ave. Organized April, 1885. Occupies a three story and basement building, formerly a dwelling, which has been remodeled. There is a beautiful lawn in front and on the sides of the house. In the basement are bowling alleys; on the first floor are the dancing hall, ladies' reception room, library and reading room; on the second floor are dressing and private rooms; on the third floor is a large hall fitted up with portable machinery, where dramatic entertainments are given by members of the club. Ladies of each member's family, and males from fourteen to twenty-one, are entitled to the privileges of the club, subject to certain restrictions. Admission fee, $25; dues, $30 per annum.

Douglas Park Club.—A West Side social organization of prominence. Officers: President, Lawrence Ennis; vice-presidents, William P. Davis and William Harley; treasurer, F. E. Remie; secretary, Robert H. Coudrey; Directors, Pleasant Amick, T. W. McFarland, A. L. Coates and George Kohl.

Elks' Club.—An association of members of theatrical and other professions, similar to those in all our large cities. Officers: Dr. W. A. Jones, E. R.; George Schlessinger, E. L. K.; G. W. Barstow, E. L. K.; D. E. Hodges, E. L. K.; J. W. White, secretary; Dr. L. H. Montgomery, Lee H. Willson, John W. White, trustees; Rev. Henry G. Perry, chaplain; G. W. Andrews, esquire; E. V. Girard, inner guard general; J. W. Shaw, organist. The lodge is in a very prosperous condition, and during 1892 over $2,000 was disbursed for charity.

Evanston Club.—Located at the suburb of Evanston. Take train at Wells St. depot, Wells and Kinzie sts., North Side; or at Union depot, Canal and Adams streets., West Side. Club House at Chicago avenue and Grove street. Officers: President, Marshall M. Kirkman; first vice-president, Milton W. Kirk; second vice-president, N. C. Gridley; treasurer, W. J. Fabian; secretary, Frank M. Elliot; additional directors, W. D. Hitchcock, F. A. Hardy, W. Holabird, W. H. Bartlett, N. G. Iglehart, A. C. Buell and H. R. Wilson. Mr. Kirkman organized the club and has been its president ever since. The club is open every day in the week from 7 o'clock in the morning until midnight. The interior of the house is modestly beautiful. A music or dancing hall of generous proportions occupies the west half of the building. Handsome portieres separate the ladies' reception room from the vestibule, and the lobby or smoking room occupies the center of the club home. This room, tinted in warm colors, is the general lounging place for the club men, and from it open the billard room, the charming library, and the card room. Below stairs are the kitchen, dining room and bowling alley, the latter having two fine runways. The Evanston club is not a club in the usual sense of that word. It is a pleasant rendezvous where 200 gentlemen and their families may meet for recreation and amusement and for the promotion of social culture.

Evanston Country Club.—A summer social organization of the suburb of Evanston. The home of the club is known as the "Shelter," and is situated in the midst of beautiful grounds, on Hinman avenue and Clark street close to Lake Michigan. It is the leading club of the village from May until November, and has a quasi connection with the Evanston Boat Club and other social organizations. Frequent receptions, band concerts, boating parties, etc., occur during the season. The membership is about 450, equally divided between ladies and gentlemen. The president is Mr. Marshall M. Kirkman; Mr. William E. Stockton and Mr Frank Arnd are vice-presidents; Mr. Nicholas J. Iglehart is treasurer, and Mr. Edwin F Brown is secretary. The directorate is composed of twenty ladies and eleven gentlemen. It is a custom of the club to have one of the directorate ladies, one afternoon and evening of each week, act the part of hostess, presiding over the tea tables and receiving the guests. The active committee is termed the house and grounds committee. The responsibility of success or failure of the season rests with this committee, and the appointment is no sinecure. Mr. Thomas S. Creighton is chairman, and is aided by Mr. Edwin F. Brown, Mr. Frederick Arnd, Mr. F. P. Frazile, F. A. Handy, and B. V. Adams. Many of Chicago's most prominent business men wear the dainty silver four-leaf clover, the badge of the club.

Fellowship Club.—Organized June 4, 1891. Object, the promotion of good-fellowship, and its extension to "the stranger within our gates." Number of resident members limited to fifty; non-resident members, twenty-five; honorary members admitted only by the unanimous vote of the members present at any meeting at which quorum of the resident members is present. Each member may invite one guest to a dinner of the club, the expenses to be paid by the member inviting him. The executive committee has the right to invite one or more club guests to each dinner, the expenses of whose entertainment is paid out of the funds of the club. Initiation fee, $25. Dues from resident and non-resident members, $10 annually. Business meetings and dinners of the club held on the first Thursday, June, October, December, February and April, and on other stated occasions. Meetings held at one of the leading hotels or restaurant. Officers: James W. Scott, president; George Driggs, vice-president; H. Y. Selfridge, treasurer; F. Willis Rice, secretary, No. 7 E. Monroe street. Executive committee: James W. Scott, George Driggs, F. Willis Rice, H. H. Kohlsaat, Victor Lawson and M. P. Handy.

Foreign Book Club.—Comprised of ladies of the North Side who read Foreign literature. Its membership is small.

Forty Club.—A dinner club meeting monthly. Active membership limited to forty drawn from bench, bar, the law, the theaters, and the professions generally. Entertains theater people and distinguished writers. Meets at one of the principal hotels.

Fortnightly Club of Chicago.—Meets Fridays at 2:30 P. M. at Art Institute, Michigan ave. and Van Buren st. Organized as a Woman's Club in 1873 by Mrs. Kate Newell Doggett. Intended originally as a Womans' Suffrage Organization, in which men and women should hold membership. Now devoted to social intercourse and intellectual culture. The work of this association is arranged on a carefully considered plan, which secures a thorough knowledge of the subject to be treated at each meeting. Each writer has a year in which to master the subject she is to present, and, as the writer of an essay remarked, "To prepare a paper for the Fortnightly is to add a good deal to your education, it matters not how liberal it may be." The work of the club for the year is divided into two courses, the continuous course of study and the miscellaneous course. A committee of five members takes charge of the continuous course, which is represented by a paper at one of the two meetings that occur each month, and another committee of the same number directs the miscellaneous course, which presents a paper on the alternate day. At each of the meetings, which occur the first and third Fridays in the month, a well prepared and brilliant discussion under appointed leaders follows the paper. The discussion over, tea and cake are served and a delightful social hour closes the meeting, at which the visitor will observe that the strictest parliamentary forms, as well as the latest behest of fashion, are carefully obeyed. The membership of "The Fortnightly of Chicago" is limited to 175. The initiation fee and also the yearly dues are $12. The

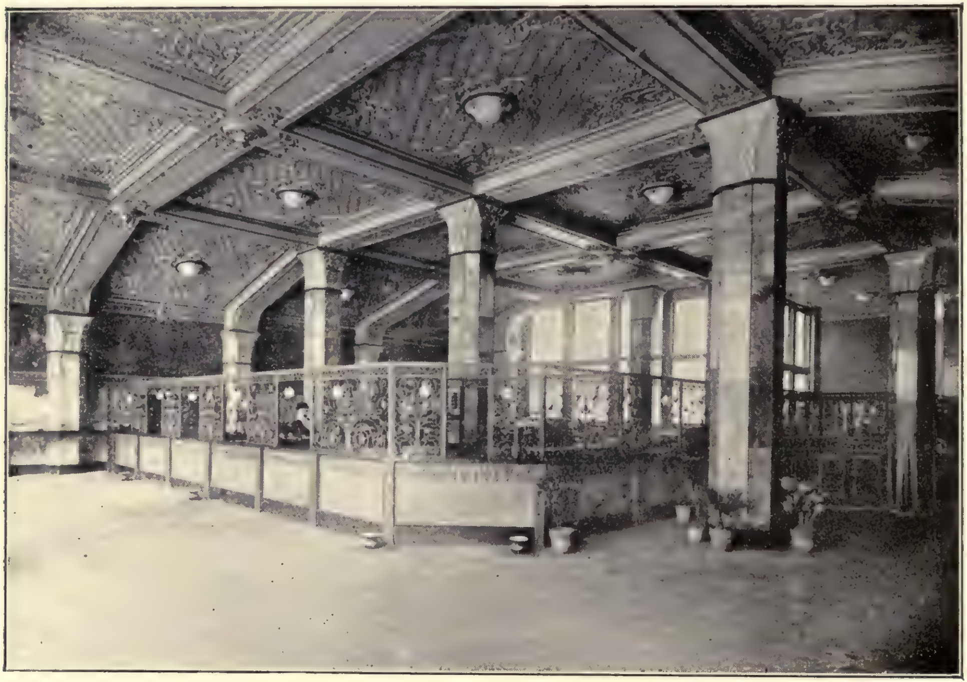
officers are: President, Mrs. Charles D. Hamill; first vice-president, Mrs. F. M. Wilmarth; second vice-president, Mrs. Otto H. Matz; corresponding secretary, Mrs. Elizabeth M. Stone; recording secretary, Mrs. F. H. Gardner; treasurer, Mrs. B. F. Ayer; directors, Mrs. Milward Adams, Mrs. H. G. Brainerd, Miss Nina G. Lunt, Mrs J. J. Glessner, Mrs. John Alling, Mrs. James M. Hubbard.

Germania Mœnnerchor.—Located at North Clark street, corner of Germania Place. Take North Clark street cable line. President, Harry Rubens; vice-president, Chas. H. Wacker; secretary, Geo. W. Claussenius; treasurer, F. J. Dewes. The socity had its origin at the funeral of Abraham Lincoln in 1865, when a small party of Germans from Chicago attended to render a chorus. They were pleased with each other's singing and determined upon the organization of a permanent society. To-day it is one of the largest, most respectable and most prominent musical organizations in the country. Incorporated March 31, 1869. Membership about 650, of which 125 are not Germans. The club is social as well as musical. The club house is one of the handsomest in Chicago.

German Press Club.—An association of the German press clubs of the city. Meets at 106 Randolph street. The club has fifty-five active members and several honorary members. Was organized in 1891. President, Theodore Janssen.

Girls' Mutual Benefit Club.—Organized in November, 1890; located at 100 Cornelia st. The institution was established solely through the efforts of a few energetic young ladies of the Third Presbyterian, First Congregational and the Epiphany Episcopal Churches, Miss Sadie Morgan, Mrs. C. D. Howell, Miss Helen Hutchins, Miss Mary Gillman, Miss Ida E. Moore and Miss Alice C. Burkhardt. Nearly one hundred working girls nightly receive instructions in those arts which make the model housewife. The following is the curriculum: Monday, dressmaking and typewriting; Tuesday, dressmaking and music; Wednesday, cooking and history; Thursday, music, embroidery and millinery; Friday, cooking; Saturday, embroidery, cooking and music. The house is self-supporting, each one of the members being required to pay a weekly assessment of 5 cents. The teaching force includes, besides the ladies already named, Miss Wolf, Miss Avery, Miss Reese, Miss Lowden, Miss Page, Miss Mack, Miss Burdick, Miss Fritz, Miss Blanche and Content Patterson. On every week day evening there are at least three of these ladies present to take charge of the various classes. The house is comfortably furnished and well adapted to the purposes to which it is put. The nucleus of a library has been started, and it is expected that before long the number of books will be large enough to warrant the starting of a circulating library. Officers—President, Miss Sadie Morgan; vice-president, Mrs. C. D. Howell; secretary, Miss Ida E. Moore; treasurer, Miss Helen Hutchins.

Grant Club.—Chartered Aug. 10, 1885. Object: To promote social and political intercourse, and advance the interest of the Republican party. Also the discussion of improvements in our municipality. Holds its annual meeting on the third Thursday in August. On June 3d, 1891, at the unveiling of the Grant statue at Galena, Ill., thirty of its members participated in the exercises. Officers: President, Hon. L. L. Bond; 1st vice-president, Fred



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COUNTING-ROOM OF THE NEW HERALD BUILDING

[See "Newspapers."]

M. Blount; 2d vice-president, Henry H. Heistand; secretary, Dr. Liston H. Montgomery, 70 State street; assistant secretary, Chas. L. Webster; treasurer, M. E. Cole; sergeant-at-arms, W. H. Cosper.

Hamilton Club.—Chartered April 1890. Named after Alexander Hamilton, the American statesman. The original officers of the club were president, R. H. McMurdy; secretary, Rufus Metcalf; treasurer, Ralph Metcalf. The club is one of the most noted institutions of Chicago, with a large membership composed of the most prominent citizens in all walks of life. In politics it is republican, but is not partisan in spirit. State and national questions of importance are freely considered, with the view of increasing the growth of patriotism and the promotion of good government by its diffusion of the principles of Hamilton, is doing much to promote the cause of loyalty to the nation. Its annual banquets are among the notable political events of each year, the speakers at the banquet of 1892 including such representative public men as Russell A. Alger of Michigan, John M. Thurston of Nebraska, and Governor Joseph W. Fifer. The present officers of the club are: President, Henry M. Bacon; first vice-president, Frederick A. Smith; second vice-president, George P. Englehard; third vice-president, James R. Terhune; treasurer, Ralph Metcalf; directors (five to be elected), John P. Ahrens, E. M. Ashcroft, Frank H. Barry, Will H. Clark, George H. Harlow, Thomas Hudson, John R. Laing, J. B. Mallers, Charles D. Warren; members of political action committee (two to be elected), George P. Englehard, John H. Hamline, George H. Harlow, James R. Terhune.

Harvard Club—Organized 1888. Club house located at Sixty-third and Harvard sts., Englewood. A social organization. It has a large membership and gives frequent receptions through the season.

Harvard University Club.—Composed of graduates of Harvard University, Cambridge, Mass., resident in Chicago. Moses J. Wentworth, president. Meets at stated occasions in the Auditorium hotel, holds an annual banquet and entertains distinguished officers and graduates of the University, from time to time. Many leading citizens of Chicago are members.

Hyde Park Club.—Located at Hyde Park. Club house, corner of Washington avenue and Fifty-first street. Has a membership of about 250. Take Illinois Central train, foot of Randolph or Van Buren street, or Cottage Grove avenue cable line. The building is a handsome one. Its exterior is striking and the interior has evidently been given the thought of tasteful decorators. It is strictly a gentleman's club. There are two stories and a basement devoted to club purposes. In the basement are the gymnasium, bowling alley, store room, kitchen and boiler room. On the first floor is a capacious foyer, opening into which are the office, reception and reading rooms, connected by an inglenook, a billiard room with eight tables and a cafe. The second floor is reached by the grand staircase, which leads through a broad hall to the ball room and art gallery adjoining, all three of which can be used for dancing on occasions. On this floor there are also four cosey card rooms and a committee room, which can be thrown together when desired. The whole interior is finished in antique oak. The mantels and even the office desk, having been designed by the architect of the building, blend harmoniously with the treatment of the rest of the woodwork. This beautiful building was dedicated by the club in 1890. The officers are:

president, Martin J. Russell; vice-president, W. R. Kerr; secretary, Edward R. Shaw; treasurer, S. R. Jenkins; directors, Burton A. Sewell, C. E. Woodruff, E. H. Turner, Robert Boyd, Charles H. Hunt, Robert Stewart, C. A. Mallory, W. D. Mackey and S. G. Wilkins.

Ideal Club.—A social organization; meets at 531 and 533 Wells street. Officers: president, David Eichberg; vice-president, Simon Goldsmith; secretary, Samuel J. Marks; treasurer, Adolph Berg; directors, A. Shakman, F. Griesheimer, A. Yondorf, C. S. Bloch, Jos. Goodman, Geo. Frank, E. C. Hamburgher, Jos. P. Weinreb.

Idlewild Club of Evanston.—The Idlewild Club of Evanston is an organization composed of the younger men of the village. They have commodious quarters on Davis street, known as Idlewild hall, and occupy all the second story of one and the greater portion of another of the larger business blocks, and consists of the largest hall in the village, together with reading and billiard rooms. The special feature of this club is winter ball, and on the occasion of league games the hall is packed with enthusiastic spectators all whom contribute a liberal sum by the purchase of associate members' tickets, which entitles the holder to witness all the games played. The club has thus far this season played 19 games with Chicago and neighboring teams and has yet to lose its first game. The phenomenal playing makes the home team the pride of the town and they are warmly encouraged by the substantial citizens. The club also gives numerous parties and social entertainments during the winter season.

Illinois Club.—Located at 154 Ashland ave., West Side. Take W. Madison street cable line. Organized in 1878. First building occupied, 401 Washington blvd.; moved to Ashland ave. and Madison st.; purchased present quarters in 1884. Occupies a very handsome and commodious building, fronting the most beautiful avenue in the West division of the city. Object of club, the cultivation and promotion of literature and the fine arts, and of social intercourse. The house contains kitchens, dining rooms, parlors, reception rooms, reading rooms, billiard room, wash room, bowling alley, ball room, private rooms, etc. Some very handsome pictures ornament its walls. It gives elegant entertainments during the winter seasons. Admission fee, $100. Annual dues, $50. William J. Chalmers, president. Fred S. James, vice-president; J. F. Talbot, secretary; Charles C. Reed, treasurer. The following were elected directors for three years: Willis G. Jackson, James P. Soper and A. C. Wakeman.

Indiana Club.—Located at 3349 Indiana ave. Organized in 1883. Take Indiana avenue car, via Wabash avenue cable line. Occupies a very pleasant club house, a two-story brick building. On the first floor are the billiard and pool rooms, bowling alley and dressing rooms; on the second floor are the parlor, reception room, card room, and a spacious dancing hall. This is a family club, the wives and children of members being entitled to all privileges. Entertainments are given at intervals throughout the year. Admission fee, $50. Annual dues, $20.

Irish-American Club.—Organized May, 1880. Location of club rooms, 40 Dearborn st. Membership about 250. The fundamental principle of this club is an immutable belief in Ireland's right to be governed by and for her own people as an independent nation. The objects of the club, however, are social. All men of Irish birth or descent, of good reputation, are eligible to membership. Officers: President, John L. Cooke; vice president, Mark Madden; secretary, James Conlan, Jr.; treasurer, John B. Heaney; executive committee: M. J. Keane, M. W. Kerwin, P. Cavanaugh, M. S. Madden.

Iroquois Club.—Located at 110 Monroe street (Columbia Theatre Building), in the business center of the city. Organized October 4, 1881. It is a political (Democratic) and social club. Has very handsome and spacious quarters, and is provided with all the comforts of modern club houses. It is the leading Democratic political club of the city, and numbers among its members the most prominent partisans of the Jeffersonian creed. Its influence is felt in National, State and Municipal campaigns. The Iroquois Club entertains splendidly, and it was at a reception given here that Grover Cleveland used the expression, "A public office is a public trust." Membership about 500. Admission fee and annual dues reasonable. Officers, president, Adlai T. Ewing; vice-presidents—North Division, John Addison, E. O. Brown, and A. C. Helmholz; South Division, O. S. Favor, F. G. Hoyne, and A. W. Wright; West Division, J. J. Byrne, E. Carqueville, and Malcolm McDonald, Jr.; recording secretary, J. F. Leaming; corresponding secretary, R. W. Morrison; treasurer, E. R. Cox.

Irving Club.—Located at Irving Park, a suburb of Chicago, organized in 1890. This club has an elegant home. The officers are: C. A. Cook, president; Frank Crego, vice-president; John I. Oswald, secretary; A. V. Berry, treasurer; and besides these four, John I. Monk, D. L. Buzzell, Phil W. Coyle and W. T. Orell, as a board of directors. The Irving Club House occupies a commanding position, well back in a beautiful stretch of ground near the center of the little suburb. The building is of frame, with a convenient height of three stories. On the first floor of the club house are the billiard-rooms, the gymnasium and the bowling alley. The second floor contains the club parlors and reception-rooms, the directors' meeting-room and the library. On the third floor is the pride of the whole affair, a masonic lodge-room and a hall for other society meetings. The club house is very neatly furnished, all of its decorations being selected in extremely good taste.

Ivanhoe Club.—Located at South Evanston. Organized, 1891. Object, the promotion of social intercourse between members and their families. Officers: President, O. T. Maxom, M. D.; vice-president, Evan H. Hughes; second vice-president, A. C. Pinkham; secretary, John E. Poor; treasurer, Thomas L. Fansler. Directors: Albert E. Jacox, A. B. Beerup, G. B. Treloar, Frank Sherman and C. S. Redfield.

John A. Logan Club.—Located at 466 La Salle ave., North Side. Take Clark or Wells street cable line. Organized February 12, 1888. A political (Republican) and social club. Has commodious quarters. Admission fee, $10; annual dues, $12.

Kenwood Club.—Located at Forty-seventh st. and Lake ave., Kenwoo Take Illinois Central train at Randolph or Van Buren Street depot. Organized in 1883. A social and family club in which the ladies and other members of the family are entitled to privileges. Occupies the former residence of Norman B. Judd, Esq., which has been remodeled and enlarged. The bowling alley, dining-room and kitchen are in the basement; on the first floor are the hall, office, reception and dancing hall; on the second floor are the card rooms, billiard room, reading room, library, ladies' and gentlemen's dressing rooms, etc. Admission fee, $100; annual dues, $40. The officers are: Edwin F. Bayley, president; William S. Seaverns, vice-president; Charles B. Vankirk, second vice-president; Harry B. Black, treasurer; Charles C. Whittiker, secretary. The board of directors is composed of C. B. Bouton, John S. Belden, William T. Brown, Ed. R. Woodle, W. T. Whetmore, T. S. Fauntleroy, J. Frank Aldrich and F. H. McClure.

Lafayette Club.—A social organization of the South Side. This club gives twelve dances each year, nine at Douglas Hall and three at Jackson Park pavilion.

LaGrange Club.—Located at LaGrange, a suburb of Chicago. A social club; membership 100; fee $10, dues $20 annually.

Lakeside Club.—Located on Indiana avenue between Thirty-first and Thirty-second streets. Organized in 1884. Take Indiana avenue car, via Wabash avenue cable line. Owns its present home, a modern building of brick and stone, containing three stories and a basement. The billiard room, cafe, bowling alley, private supper-rooms and dining room, capable of seating 400 guests, are located in the basement, on the first floor are the ladies' and gentlemen's parlors and reception room, drawing rooms, and an assembly and dancing room, fifty-five feet wide by one hundred feet long; in the second story are the card rooms and gymnasium; in the third story are private rooms and servants' apartments. Admission fee, $200; annual dues, $40. Membership limited to 250.

La Salle Club.—Located at 542 Monroe st., West Side. Take West Madison street cable line. Organized in 1884. It is a political (Republican) and social club. First occupied premises at 9 Laflin st.; moved to 28 Warren ave. and finally came into possession of the former residence of C. C. Holton, Esq., which has been remodeled, enlarged and beautified. It is a marble front, four stories and basement, with a frontage of 125 feet, and a depth of 95 feet. An addition of 48x125 feet has been made by the club. The lunch room, cafe, cigar stand, gymnasium and bowling alley are located in the basement; on the first floor are the hall, two large parlors, reading room and office, and billiard room with twelve tables; on the second floor are eighteen card rooms, and the assembly hall; on the third floor are private rooms, servants' quarters, etc. Admission fee, $50; annual dues, $40.

Lincoln Club.—An organization of young Republicans of the West Side, with purposes similar to those of the Hamilton Club of the South Side and the Marquette Club of the North Side. Officers: H. A. Ingalls, president; C. A. Brown, first vice-president; Dr. H. M. Thomas, second vice-president; W. W. Wheelock, secretary; H. S. Dale, treasurer; house committee, R. J. Bassett, L. D. Taylor and Dr. Stuart Johnstone; entertainment committee, E.W. Northcott, E. L. Hance and Grant W. Ford; library and publishing committee, O. N. Carter, E. R. Edo and F. S. Loomis; membership, W.H. Noble, W. A. Leonard and A. M. Rogers; political action committee, G. E. Foss, H. A. Wheeler, W. S. Holden, A. S. Kimball and A. Wahl.

Lotus Social Club.—Composed of the leading colored people of the city. Give social parties.

[Engraved for The Standard Guide Company.]

THE KEELEY INSTITUTE—LABORATORY WAITING-ROOM.

[See " Keeley Institute."]

Marquette Club.—Location of club house former residence of the late Hon. E. B. Washburne, corner of Dearborn ave. and Maple st., organized 1886. This handsome building has been remodeled and fitted up in the most approved style, making it one of the finest club-houses in the city. The banquet hall is worthy of a special mention. It is the handsomest in Chicago and is second only to that of the Auditorium Hotel. The Marquette is a club composed of the leading republicans of the North Side. It is a social rather than a political club, however. It has a present membership of three hundred. Many of the republicans of the city, non-residents of the North Side, are members. Among its honorary members is President Harrison. The Hamilton Club of the South Side and the Lincoln Club of the West Side, are formed on the same principal. The Marquette gives numerous entertainments and receptions during the season. It has from time to time the leading republicans of the country as its guests and its banquets are watched with a great deal of interest by politicians as expression is frequently given to the keynotes of political campaigns at these gatherings. The officers are: president, E. B. Gould; vice-president, T. S. Simpson; treasurer, W. A. Poulson; secretary, J. E. Rodgers; chairman political action committee, John S. Runnells.

Minneola Club.—Officers: President, O. H. Roche; vice-president, M. Hamburger; secretary and treasurer, James G. Deven. Directors, O. H. Roche, J. G. Deven, L. M. Hamburger, Robert Lindblom, T. Bennett, J. C. Peasley and J. V. Booth.

Minnette Club.—A West Side social organization which gives receptions at Martine's Hall, 55 Ada st., during the season.

Nationalists' Club.—An association of gentlemen formed for the purpose of interchanging ideas regarding questions of National interest and advocating reform in Legislation and Government. Meets at the Grand Pacific Hotel.

Newsboys Club.—Occupies rooms one and two in the Imperial Building, Mr. Alfred J. Barnes is president; Miss Mary Logan Pearson, vice-president; Miss Mary E. Sands, secretary; Mr. Alexander Schultz, treasurer, and Mr. Ford Jones, librarian. The club is in a flourishing condition. It has a good library. Well-behaved newsboys are admitted to membership.

North Shore Club.—A family Club. Has entertainments of different kinds two or three times a week during the winter, for the members, their wives and children. Lawn tennis, etc., in the Summer. Club House and grounds open to the ladies of members' families at all times.

Oakland Club.—Located at Ellis and Oakland avenues, in building formerly the Lake Side Skating Rink. Take Cottage Grove avenue cable line or Illinois Central train at Randolph or Van Buren Street depot to Thirty-ninth street, Oakland station. The building has been remodeled and refitted for club purposes. It is a large, two-story brick structure, rather unique from an architectural point of view. On the first floor are the office, gentlemen's and ladies' reading rooms, promenade hall, two ladies' parlors, two gentlemen's sitting rooms, billiard hall 100 feet long, two card rooms, kitchen and dancing-hall 100 by 80 feet; the second floor contains the assembly room, private rooms, servants' quarters, etc. Strictly a family club. No intoxicating liquors or games of chance allowed on the premises. Admission fee, $50; annual dues, $30.

Oaks, of Austin.—Located in their own building at Austin, one-half mile west of city limits. Take train at Wells street depot, Wells and Kinzie streets. Has very handsome quarters, consisting of a reception hall, parlors, card and billiard rooms, banquet hall, etc. The club has facilities for giving amateur theatrical performances.

Park Club.—Located corner 57th street and Rosalie court. Take Cottage Grove avenue cable line or Illinois Central train at Randolph or Van Buren street to South Park station. Organized in 1886. A family club. Occupies a handsome building four stories in height. In the basement are the bowling-alleys, pool room and janitor's rooms; on the first floor are the ladies' reception, cafe and hall; on the second floor are the billiard room, card rooms and director's room; the upper floor is thrown into an assembly room, with boudoirs, etc. The club house has splendid verandas, which make it a most attractive resort in the summer. Admission fee, $25, annual dues, $40.

Phœnix Club.—Located at Thirty-first street and Calumet avenue. Take Cottage Grove avenue cars. Composed of young men of Hebrew lineage. The club rooms were secured for five years, and $5,000 has been expended in remodeling the building. There are two large parlors, a library, dining-rooms, billiard hall, smoking room and all the requisites of a first-class social club. Card playing and any form of gambling are positively prohibited. Officers—Milton A. Strauss, president; A. J. Briersdorf, vice-president; D. L. Frank, secretary; E. Lowenstein, assistant secretary, and L. A. Nathan, treasurer.

Practitioner's Club.—An association of physicians. Meets at the Palmer house. A chairman is elected at every meeting and questions of interest to practitioners are discussed. Officers: President, William A. Amberg; first vice-president, Z. P. Brosseau; second-vice president, Dr. John Guerin; secretary, Joseph B. Cremin; treasurer, George D. McLaughlin.

Press Club of Chicago.—Organized January 15, 1880. Club rooms located at 131 Clark st. Charter members—Melville E. Stone, Franc B. Wilkie, Rodney Welch, W. K. Sullivan, T. C. MacMillan, Joseph R. Dunlop, Henry F. Donovan, W. B. Sullivan, F. O. Bennett, Theodore Gestefeld, William T. Hall, John J. Flinn, J. F. Ballantyne, Elwyn A. Barron, W. T. Collins, James Maitland, Platt Lewis, Thomas E. Burnside, C. A. Snowden, Lawrence Hardy, W. P. Hanscom, Guy Magee, W. H. Hicks, John E. Wilkie, Sam. V. Steele. The club was organized for the purpose of "bringing the members of the newspaper profession together in closer personal relations, to elevate the profession, to further good fellowship, and to extend a helping hand to all members of the organization who may deserve it." The entire list of presidents is as given below, James W. Scott being the only man ever re-elected to the office: 1880, Franc B. Wilkie, of *The Times*; 1881, W. K. Sullivan, *Journal;* 1882, Samuel J. Medill, *Tribune;* 1883, W. E. Curtis, *Inter-Ocean;* 1884, James W. Bradwell, *Legal News;* 1885, Joseph R. Dunlop, *Inter-Ocean;* 1886, John F. Ballantyne, *Morning News;* 1887, James W. Scott, *Herald;* 1888, James W. Scott, *Herald;* 1889, James W. Scott, *Herald;* 1890, Stanley Waterloo, *The Times;* 1891, William A. Taylor, *Herald;* 1892, John E. Wilkie, *Tribune.* The officers for the present year are: President John E. Wilkie; first vice-president, Montgomery B. Gibbs; second vice-president, A. T. Packard; third vice-president, H. E. O. Heinemann; recording secretary, Charles E. Banks; financial secretary, Ed. R. Pritchard; treasurer, George Schneider; librarian, Fred H. Hild; directors, Charles Matthias, William Iglehart, F. J. Schulte, Wolf von Schierbrand, E. W. Pickard. The club rooms are handsomely fitted up, and are convenient to the members actively engaged in newspaper work. Journalists visiting the city are granted the privilege of the club on being properly introduced by a member in good standing. The Press Club is at present contemplating the erection of a building in which it may be enabled to more suitably entertain visitors during the coming two years. The membership is now about 250. Admission fee, $15; annual dues $20.

Ryder Club.—A social organization, composed of members of St. Paul's Unitarian Church. Officers: President, Frank N. Gage; vice-president, Frank Twing; secretary, W. E. Lamb; treasurer, Miss Annie Colby; Literary director, Frederick Hill; dramatic director, Byron Boyden; Social director, Miss Mae Hutchinson.

Seven O'Clock Club.—Conducted after the manner of the Sunset and other clubs for the discussion of questions of current interest and importance. Meets at the Masonic Hall, Sixty-third and Yale streets, and has an annual banquet. Among the prominent members are A. H. Champlin, Homer Bevans, O. T. Bright, E. W. Adkinson, C. S. Deneen, Edward Maher, John Whitely, W.W. Smith, R. C. Croft, E. E. Loomis, A. J. Cleave, G. H. Owen, C. W. Taylor, W. S. Demorest, H. A. Morgan, F. L. Mort, C.G. Thompson, L. E. Noble, F. E. Daughly, H. C. Stebbings, G. H. Findle and C. Alderson.

Sheridan Club.—Organized 1889 by a few young gentlemen of the south side. When the membership had reached thirty-five, the club took quarters at 3532 Lake avenue. On May 1, 1890, the club moved into a larger and better building at 35 Michigan avenue, its membership being ninety. Later on $5,000 was raised for the construction of a new club house on the southwest corner of Michigan avenue and 41st street. This building is two stories and a basement of brick and brown stone with copper cornice, and fronts on 41st street. The outside dimensions are 50x130. In the basement are the bowling alley, kitchen, furnace room, coal room, etc, The first floor is divided in a hall, 17x20 feet, with a grand staircase, from the landing of which extends a circular balcony for musicians; foyer, 24x23 feet, and corridor, 25x9½ feet, all closely connected by wide archways. Facing on Michigan avenue are the parlor, 16x20 feet, and smoking-room, 21x17 feet, joined by an ingle-nook, 14½x10 feet. At the right of the entrance is the office, and next comes the cafe, 35x25 feet, with a large service pantry separating it from the billiard-room, 42x48. On the south side of the corridor are the lavatory and wardrobe.

On the second floor are the directors' room, card-rooms, ladies' boudoir (above which are the servants' quarters) and an auditorium, 90x48 feet, a story and a half high, to be used for dramatic performances and dancing. A movable stage, 16½x40 feet, is adjustable at the west end of the hall, while at the east end there is a balcony capable of seating 100. A striking architectural effect is a row of columns along the north and south sides of the auditorium. This room is decorated in white and gold. The wood-work of the house is in oak and cherry.

The Sheridan Club banquet, given at the Auditorium January 15 1891, brought the club conspicuously before the public, since which time its membership has increased rapidly. Its "boom" may be said to date from that event. The club numbers among its members some of the wealthiest men of the city, as well as some of the brightest young men in town. An evening at the Sheridan leaves the impression that a jollier or more hospitable band of brothers would be hard to find.

The officers of the club are: President, John Julius Kinsella; vice-president, Thomas D. Walsh; secretary, William A. Lydon; treasurer, William F. Carroll; directors, Thomas E. Nelson and P. H. Keenan. The officers of the auxiliary association are: President, Michael Cudahy; vice-president, A. Cummings; secretary, John R. Geary; treasurer, T. F. Keeley; directors, John P. Hopkins, T. E. Nelson, D. Corkery, E. Hudson, J. O'Malley.

Single Tax Club, The Chicago.—Meets every Thursday eve. at 206 La Salle st. President, W. W. Bailey; secretary, Frank W. Irwin. Incorporated under the laws of Illinois. Object, 1st. To advocate the abolition of all taxes upon industry and the products of industry, and upon exchange through tariff taxation, and the taking by taxation upon land values, irrespective of improvements, of the annual rental value of all those various forms of natural opportunities embraced under the general term, land. 2d. To advocate the abolition of all special privilege legislation. 3d. To advocate the adoption of the Australian system of voting. Any person in sympathy with the principals and objects of the club may become a member. Four months dues must be paid in advance. Regular dues twenty-five cents per month.

South Side Medical Club.—This club was organized in 1889 upon the plan of the Sunset club, and has among its members many of the leading physicians of the South Side of Chicago. Meetings are held once a month to discuss leading medical topics.

Southern Society of Chicago.—Organized in 1891. Location of club rooms, 425 Home Insurance Building. An association of Southern born and Southern bred gentlemen for the purpose of social intercourse and mutual benefit. The club or society is organized on a basis similar to that of the Southern Society of New York, and has for its object, ultimately, the erection of a down-town club house. Officers: Gen. Jno. C. Underwood, president; W. A. Alexander, first vice-president; J. E. Neiswanger, second vice-president; J. D. Alsup, secretary; A. O. Slaughter, treasurer. Directors: T. Hamilton McIntosh, D. A. Payne, M. D., George S. Norfolk, T. V. Wooten, H. O. Nourse, John T. Dickinson, Willoughby Walling, M. D., J. C. Roath, George O. Clinch, John J. Flinn, Thomas G. Windes, Percival C. Sneed. The membership of this society includes many of the foremost professional and business men of Chicago, natives and former residents of the so-called Southern States. Politics are not allowed to enter into the question of admission of members nor into discussions in the club rooms Among the members are many ex-Confederate and Union soldiers. One of the principal objects of this club is to provide a place where people of southern affiliation may be brought together, and where southern visitors to Chicago may be hospitably and courteously received. The club gives frequent receptions which are attended by ladies.

Standard Club.—Located at Michigan ave. and Twenty-fourth st. Take Wabash ave. cable line. Organized in 1869. The leading Jewish club of the city. Occupies one of the most elegant and complete club houses in Chicago. In the basement are the bowling alleys, gymnasium, etc.; on the first floor are the parlors, library, cafe, billiard room, etc.; on the second floor are ladies' parlors and retiring rooms, and three dining rooms; on the third floor is the assembly and ball room, with theatrical appointments. The club is magnificently furnished. Membership limited to four hundred and nine. Admission fee, $500; annual dues, $80. Officers: President, Joseph Spiegel; vice-president, Jacob Schnadig; treasurer, Oscar G. Foreman; financial secretary, August Gatzert; recording secretary, N. Greensfelder. Directors: M. Selz, A. Loeb, H. Nathan, H. Elson, H. B. Gimbel, A. M. Snydacker, M. Hirsh, N. Florsheim, J. R. Wineman, N. J. Schmaltz.

Stenographer's Club.—Officers:—President, Dan Brown; vice-president, Nellie F. Sargent; treasurer, E. C. Quimby; secretary, Miss Mary Arnold; directors, W. K. Bush, Harry Piper, Lillian Bonner, Mary Perry, Ruth A. Briggs.

Sunset Club.—Founded in 1891 on the principles of the Twilight Club of New York and the Seven O'clock Club of Washington. It takes its motto from Herbert Spencer's line: "We have had somewhat too much of 'The Gospel of Work,' it is time to preach 'The Gospel of Relaxation.'" Meets every Thursday at one of the leading hotels at a quarter past six, at which time a dinner is served and short talks are heard from members or invited guests on questions of current interest or importance, the object of the club being to foster rational good fellowship and tolerant discussion among business and professional men of all classes. The only expenses incident to membership in the Sunset Club are an annual assessment of two dollars for stationery, printing, etc., and one dollar for each dinner partaken of. Any genial and tolerant fellow may become a member on approval of the Executive Committee. The following is the Club's declaration of principles: No club house, no constitution, no debts, no contributions; no accounts, no defalcation, no by-laws, no stipulations, no profanity, no fines, no stealing, no "combines," no president, no bores, no steward, no "encores," no long speeches, no dress coats, no late hours, no perfumed notes, no parliamentary rules, no personalities, no dudes, no mere formalities, no preaching, no dictation, no dues, no litigation, no gamblers, no dead beats, no embezzlers from foreign retreats, no meanness, no vituperation, simply tolerant discussion and rational recreation. The Executive Committee is composed of the following gentlemen: Henry Bausher, Jr., Dr. A. P. Gilmore, S. S. Gregory, C. L. Hutchinson, Rollin A Keyes, Victor F. Lawson, George D. Rumsey, Murry Nelson, George F. Stone, Henry B. Stone, Edward S. Washburn, W. W. Catlin, A. A. McCormick, Joseph W. Errant, secretary.

Union Club.—Located on Washington pl. and Dearborn ave., North Side. Take North Clark st. cable line or North State st. car. Organized in 1878. Formerly occupied the Ogden residence, recently torn away to make room for the great Newberry library. The present structure is a handsome one and is beautifully arranged and furnished. On the first floor is a magnificent hall, finished in carved oak; to the left are the parlors, extending the length of the Dearborn ave. side, and to the rear is the cafe; the billiard room, reading room, coat room and lavatory are also on this floor; on the second floor is the dining room, card rooms, director's room, etc.; the kitchen and servants' apartments are in the basement. It is a strictly social club and very exclusive. The active membership is limited to 600, but only 388 are on the roll. Admission fee, $100; annual dues, $60. Officers: President, Franklin H. Watriss; vice-president, George S. Willits; secretary, John B. Kitchen; treasurer, William D. Beall.

Union League Club.—Located on Jackson st. and Fourth ave., fronting the south end of Custom-house and Post-office. The great general commercial and professional club of the city. Incorporated 1879, with the declared object of encouraging and promoting, by moral, social and political influence, unconditional loyalty to the Federal Government, and of defending and protecting the integrity and prosperity of the nation; of inculcating a higher appreciation of the value and sacred obligations of citizenship; of maintaining the civil and political equality of all citizens in every section of our common country, and of aiding in the enforcement of all laws enacted to preserve the purity of the ballot-box, resisting and exposing corruption, promoting economy in office and securing honesty and efficiency in the administration of National, State and Municipal affairs. The political complexion of the Club is strongly Republican, but it is conducted on strictly non-partisan principles. The active membership has recently been increased from 1,000 to 1,200, and there is a demand for a still further increase. With this great membership, the admission fee being $200 and the annual dues $80, taken in connection with the large receipts of the dining and wine-rooms, etc., the revenue of the Club is very heavy, and it has been possible to make additions to the building and to beautify the interior in a manner which makes it the most sumptuous club house in the city. It has a splendid library. The house is centrally located and is the popular luncheon quarters for business and professional members. It has a ladies' department, elegantly fitted up. The east entrance is used exclusively for ladies with escorts. It is not possible for strangers to visit the appartments of the Club, save when accompanied by a member, nor are meals served to non-members who are residents of the city, when accompanied by a member, save by special permission. Members, however, may take strangers in the city to the cafe at any time. The Union League entertains in a princely fashion, and during the World's Columbian Exposition it will contribute greatly toward the comfort and enjoyment of distinguished visitors. Officers for 1892: President, George E. Adams; first vice-president, Ferd W. Peck; second vice-president, Porter P. Heywood; treasurer, William D. Preston; secretary, Henry A. Knott; directors, one year, John C. Neely, J. W. Brooks, Jr., James W. Ellsworth; two years, Charles T. Trego, J. C. Welling, George H. Holt; three years, William A. Bond, H. G. Selfridge, Alexander H. Revell.

Committee on political action, J. S. Runnells, chairman; C. C. Kohlsaat, Julius A. Grinnell, John Roche, J. Harley Bradley, John P. Wilson and William Penn Nixon.

University Club.—Located in the University building, Dearborn street and Calhoun place. Composed of graduates of the various colleges and universities. The building is built of brown stone to the third story. All above the third floor is occupied by the University Club. The apartments are handsomely furnished. There are reception rooms, parlors, billiard rooms, card rooms, etc., and all the comforts of a modern club house. The University Club has a large membership and is prosperous.

Union Veteran Club.—An association of Veterans of the War of the Rebellion. The Club is in a healthy condition as to membership and finances. Officers—President, E. R. Lewis, of Evanston; vice-presidents, J. B. Clark and John M. St. John; secretary, J. A. Straub; treasurer, John Leffler; marshal, Patrick Sullivan; board of directors, George Cannon, James A. Scott, George Howison and Thomas Brown.

Wah Nah Ton Club.—The Tammany democratic club of Chicago. Officers—President, Walter S. Bogle; vice-president of the South Side, Valentine Schmidtschmidt; West Side, John O'Brien; North Side, W. H. Lyman; secretary, B. F. Jenkins; financial secretary, James Donohue; treasurer, George P. Bunker; sergeant-at-arms, James Russell; assistant sergeants-at-arms, John Reid and Paul Dasso; trustees, North Side—John S. Cooper, John F. O'Malley; South Side—John C. Schubert, Owen Murray, William J. O'Brien, Anthony Dwertman; West Side—Walter S. Bogle, Frank J. Dvorak, John A. King, John O'Brien and E. J. O'Hayer.

Washington Park Club.—Situated at South Park ave. and Sixty-first st. Take Cottage Grove avenue cable line. Organized 1883. Occupies an unpretentious though commodious club house, within easy access of the Washington club racing park, south of Washington park. It is a combination of the higher class of sporting, country and city clubs, members of nearly all the other leading clubs being connected with it. The club house is more in the nature of a rendezvous than a resort. The racing meetings of the Washington Park Club are of national celebrity. The club house is handsomely fitted up for the comfort of the members and the ladies of members' families. Following are the officers for 1892: President, George Henry Wheeler; vice-presidents, Samuel W. Allerton, Albert S. Gage, Charles Schwartz, H. J. Macfarland; treasurer, John R. Walsh; secretary, John E. Brewster; assistant secretary, James Howard; executive committee, the president, the vice-presidents, the treasurer, ex-officio, Charles D. Hamill, John Dupee, Jr., Arthur J. Caton, Henry J. Macfarland, Thos. Murdoch, J. Henry Norton, John B. Carson; property committee, John Dupee, Jr., Charles D. Hamill, John B. Carson; house committee, Charles Schwartz, Charles D. Hamill, J. Henry Norton; racing stewards, Albert S. Gage, Samuel H. Sweet, Frank S. Gorton, John Dupee, Jr., John E. Brewster; board of directors for 1892, Nathaniel K. Fairbank, Norman B. Ream, Samuel W. Allerton, James W. Oakley, Columbus R. Cummings, Charles J. Barnes, John R. Walsh, J. Henry Norton, Albert S. Gage, Samuel H. Sweet, Henry J. Macfarland, George H. Wheeler, Thomas Murdoch, Charles J. Singer, James B. Goodman, John Dupee, Jr., Frank S. Gorton, George Smith, John B. Carson, Thomas Cratty, Arthur J. Caton, Charles Schwartz, Charles D. Hamill, John E. Brewster. The admission fee is $150, from the payment of which subscribers for one thousand dollars or more of the capital stock and officers of the U. S. Army and Navy are exempt; annual dues, $40.

Webster Club.—Composed of young men and organized for social purposes. Following are the members. Fred Abele, M. J. Walsh, Franklin Giese, M. J. O'Donnell, G. T. Thirsk, H. C. Grundman, W. S. Lahey, J. T. Stewart, W. A. Diez, J. E. McGrane, E. F. Breyer, H. E. Otte, L. A. Lemke, W. W. Lill, F. Becker, H. Stolt, P. H. Berkes, T. Lindberg and W. C. Carberry.

Whitechapel Club.—Located in the rear of 173 Calhoun Pl. Organized in October, 1889. The object of the club is given on the charter as "Social Reform." The purposes of the club are purely social, the intention in forming it being to band together professional and literary men of congenial habit. Business meetings are held once a week. It is customary to permit residents of Chicago to visit the club rooms and inspect the extremely unique decorations on Saturday. The visitor must be vouched for by a member of the club.

It is customary, once a month, to hold a social meeting called a "Symposium," to which guests are invited by the club and by individual members. The initiation fee is $50, and one objection from any member bars an applicant from admission. President, Charles Goodman Perkins; secretary, Hugh Blake Williams ,M. D.; treasurer, Henry Frayser Frarnsworth; board of directors for 1891, Charles Goodyear Seymour, Wallace de Groat Reid, Finley Peter Dunne, Horace Taylor, Henry Anthony Kosters, Edwin Michel Bernard, Frederic Upham Adams and Brand Whitlock.

Women's Suffrage Club.—Meets in the club-room of the Sherman House on the evening of the third Tuesday of each month. Organized for the purpose of advocating and agitating equal political rights. Officers—President, Mrs. J. A. McKinney; vice president, Mrs. E. W. Haskett; secretary, Mrs. F. Beckwith; treasurer, Mrs. C. B. Sawyer.

Woman's Club of Evanston.—Organized in 1889. One of the largest of the many Women's clubs which form the federation of the United States. The membership was limited to 125 until the fall of 1891, but now the membership is unlimited. The club is divided into committees, each having charge of some special branch of work; each committee holding meetings as often as desired. The club as a whole holds fortnightly meetings at the home of Mrs. Elizabeth Boynton Harbert, president of the club. Especial interest is being manifested in the World's Fair committee work. Other committees are on philanthropy, reform, philosophy and economy.

Woodlawn Park Club.—Located at Woodlawn Park, has a membership of over one hundred. Officers: N. C. Wheeler, president; A. S. Delaware, vice-president; F. G. Atwood, secretary; S. A. Magill, treasurer, and J. W. Hill, D. Graham, W. A. Fowler, A. J. Mills, S. V. Cornish and G. W. Riggs compose the board of directors. A handsome new home was erected for thisclub in 1892. It is a three-story brick, Queen Ann style of architecture, and is equipped with all modern conveniences. In the basement is a bowling alley. The club has a large dancing hall and stage for private theatricals. The hall has a seating capacity of 500.

CLUBS—LITERARY.

Intellectual life in Chicago is creeping within bindings, and intellectual society in clubs is becoming as potent a factor as is fashionable society in ballrooms, parlors, and reception halls, which may not seem much in the saying, but is infinitely more than it seems, since culture is a slow growth and requires not only cessation from business cares, but careful thought and retirement. Moreover, the culture clubs of Chicago are not ephemeral creations. They have struck their tools firmly into the roots and found it fertile. They have not been given over to faddists, but to men who carried the same sound business perceptions into literary recreation that had made them rich and well-known in the financial world. No doubt many builded better than they knew, but they had chosen a rock foundation, and when the winds blew and the rains descended, the structure did not vanish, as have too many of the sand-bedded edifices of a civilization grown effete and given over to whimsies. So it has come to pass in these latter days that Chicago has

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[See "Guide."]

builded for herself many a quiet temple of literary fame wherein high thoughts and noble inspirations feed the eternal flame upon the inmost altar. It is the "living up, not down; out, not in," and the city is better because these men and women have striven to acquaint themselves with the literature of both past and present, and instead of feasting on material things taste of the dainties that are bred in books. And posterity, that much-talked of child, will be a nobler creature because of an ennobled and mentally broadened ancestry.

Beseda (Bohemian Reading Club).—Meets Tuesdays and Saturdays at 74 W. Taylor st. President, J. Kasper; secretary, E. A. Haase; treasurer, A. Matuska; librarian, F. B. Zdrubek.

Browning Clubs.—There are several Browning clubs in Chicago and vicinity, with no stated place of holding meetings. Nearly all are allied closely to the Women's Club and other literary societies.

Chicago Library Club.—The library club is precisely the kind of an organization that might be expected from its caption. It is comprised of many men of many books, and is a comparatively recent association. The mere fact that such a club can exist and prosper is a significant one, and with a great truth underlying it. Unless a city were well equipped with library centers in its different districts a library club would be impossible. But Chicago is a city of splendid libraries, from the great free center with its 171,000 books, and the Newberry reference library with 80,000 books, all along the gamut of the Hammond theological, the Chicago university, the Academy of Sciences, the Chicago Historical society, and the Northwestern university libraries. Besides these are the libraries connected with the Baptist union, the Presbyterian seminary, and St. Ignatius college, and the Law institute, together with a host of public school and smaller libraries. From all these sources have been drawn the membership of the Library club, with no less a personage for its president than Dr. William Poole, of the Newberry library. Fred Hild, of the public library, first vice-president; C. C. Pickett, of the Law institute, second vice president; Dr. G. E. Wise, secretary; Miss Lydia Dexter, treasurer. There will be no club rooms, as the club purposes meeting around in the various libraries, a sort of itinerant fellowship all through, becoming familiar with each other and with the different libraries at one and the same time.

Chicago Literary Club.—One of the oldest and most prominent of the culture organizations of Chicago. Organized March, 1874. Meets every Monday evening; holds receptions every fifth Monday; meets in the Art Institute building. The list of presidents since its inception are as follows: Robert Collyer, 1874–75; Chas. B. Lawrence, 1875–76; Hosmer A. Johnson, 1876–77; Daniel L. Shorey, 1877–78; Edward G. Mason, 1878–79; William F. Poole, 1879–80; Brooke Herford, 1880–81; Edwin C. Larned, 1881–82; George Howland, 1882–83; Henry A. Huntington, 1883–84; Chas. Gilman Smith, 1884–85; James S. Norton, 1885–86; Alexander C. McClurg, 1886–87; Geo. C. Noyes, 1887–88; James L. High, 1888–89; James Nevins Hyde, 1889–90; Franklin H. Head, 1890–91; Clinton Locke, 1891–92. The officers for 1891–92 are: President, Clinton Locke; vice-presidents, Lewis H. Boutell, Clarence A. Burley, Arthur D. Wheeler; corresponding secretary, Edward I. Galvin; recording secretary and treasurer, Frederick W. Gookin. Committees: Officers and members: Lewis H. Boutell, Henry V. Freeman, Ephraim A. Otis, William Eliot Furness, James A. Hunt; arrangements and exercises, Clarence A. Burley, Frank Gilbert, William W. Case, Allen B. Pond, Theodore P. Prudden; on rooms and finance, Arthur D. Wheeler, Henry B. Stone, Charles D. Hamill, Moses L. Scudder, Jr., Edwin Burritt Smith.

Club Litteraire Francais.—Club rooms 45 E. Randolph st. Organized 1872. The membership is composed of about half French people and half Americans, and between the program numbers are intermissions for conversation, which, according to club regulations, shall be in French only. The French Literary Club of Chicago came, like a new newspaper, to fill "a long-felt want." Here, where opportunites of hearing the French language spoken in all its purity are particularly small, it was an unspeakable boom to bring educated Parisians together with those who were endeavoring to become familiar with the Gallic tongue. To bring them together so as to give mutual pleasure to both classes was even more desirable. Both have been done. The Club Litteraire Francais is a verity. It has a local habitation and a name, and it meets every Saturday evening for a social reception, a short musical program, or a French play, sometimes a blending of all three, varied by monologues and essays, though the latter are considered a trifle monotonous and not volatile enough for "La lange Francaise." The dramatic performances are the club's pride. They, like all else on the program, are entirely French, but they are admirably conducted by A. Gouere, who was formerly an actor in the famous Comedie Francaise in Paris. Added to this is the fact that many of the best musicians in town are members of the club, and are not chary of their contributions. The Conseil d'Administration for 1891–92 is as follows: President, Robert D. Wardwell; vice-president, Leon de Sadowski; second vice-president, Mme. C. A. Sykes; secretary, M. Leon Grehier; treasurer, Arthur Woodcock; dramatic director, M. A. Gouere; reception committee, Mlle. Lily Roemheld, Mlle. Katherine Knowles, W. M. Payne, A. O. Proast, H. J. Mellen, Ed E. Bideleux, O. L. Jandsha.

Illinois Woman's Press Association.—From a score of workers who met at the home of that most zealous of clever literary women—Dr. Julian Holmes Smith—in 1885, has sprung the Illinois Woman's Press Association. It was suggested by the organization of the Woman's National Press Association at the New Orleans Exposition and is conducted on much the same lines, is a member of the National Editorial Association, the Federation of Women's Clubs, the International League of Press Clubs, and is auxiliary to the Illinois Woman's Alliance. Meets nine times a year. In order to facilitate achievement the association is divided into committees of editors, reporters, authors, correspondents, contributors, and publishers, each having its own particular branch of work to attend to.

All women having published original matter in book form or who have been, or are, regularly connected with any reputable journal are eligible for membership. The social side of the club, busy women that they are, has not been overlooked. The annual banquet is always admirably arranged, well-conducted, and a thoroughly enjoyable event. Also, noted newspaper women visiting the Garden City are prone to find themselves the honored guests of this band of brainy women.

A peculiarity of this club is that it has never had, or wanted to have, but the one president. From the organization in 1885, through the re-organization of 1886, up to the present time Mrs. Mary Allen West of the *Union Signal* has stood at the helm. Sometimes her subordinate officers went the way of all officials, but the revered president was, is, and will be—Mary Allen West. The official list for 1892 is: President, Mary Allen West; vice-presidents, Mrs. Elizabeth A. Reed, Alice B. Stockham, M. D., and Mrs. Sarah Wilder Pratt; recording secretary, Belle L. Gorton; assistant recording secretary, Jessie King; corresponding secretary, Emily A. Kellogg; assistant corresponding s cretary, E. Jeannette Abbott; treasurer, Mrs. Francis E. Owens; librarian, Ella S. Bass.

Longfellow Club.—An association of young ladies engaged in the study of the poet Longfellow. Meets at the homes of members. On the order of "Browning Clubs."

Palette Club.—A society of Artists; gives exhibitions of the works of local artists at the Art Institute, and meets for social purposes. The leading artists of the city are among its members.

Papyrus Club.—Organized Sept. 14, 1891. The club with the suggestive Egyptian name is entirely given over to the literati, and is modeled after the Papyrus club of Boston, one of whose prominent members, Mr. Hovey, the local club has recently entertained. The only people eligible for membership in the Papyrus are writers, publishers, artists, and booksellers, and already the club has established a handsomely furnished suite of rooms in the Auditorium building, where members may at all times resort, and where, no doubt, social amenities will be developed as the club waxes older and stronger. Already it numbers among its members such well-known writers as Nancy Huston Banks, author of the charming Kentucky romance "Stairs of Sand;" Thomas S. Denison, the playwright; Maud Menefee, the writer of children's stories, and Mrs. Lou V. Chapin. What the club may grow into if judiciously managed is difficult of prophecy, that will depend on the literati themselves. They have already given an "author's reading" evening, which is quite an innovation in Chicago clubs. The officers are: President, Moses P. Handy; first vice-president, George P. Englehard; second vice-president, Charles H. Sergel; third vice-president, Mary Allen West; corresponding secretary, Edward Owings Towne; recording secretary, Maud Menefee; financial secretary, T. S. Denison; treasurer, Robert H. Vickers; librarian, Austin Granville; additional directors, Auguste Eckle, C. H. Kingman.

Press League, The.—Organized for the purpose of receiving and entertaining newspaper and literary people during the progress of the Columbian Exposition, but with particular regard to the entertainment of women writers. Has no connection with the National Press League. When the women writers from afar come to the Exposition they will find the league's rooms on the grounds, a very Mecca for the tired and perplexed journalist, and after the fair has come and gone there is no doubt but the organization will continue to establish co-operation among regular writers for the press, to furnish information as may be desired by writers from fellow-workers in different parts of this country and in foreign countries, and to foster an esprit du corps. The league meets once a month in the Auditorium club rooms, and those gatherings are reported to be the wittiest and merriest, albeit intensely literary, that an organization which contains not one dull person may produce. A peculiarity of the Press League is that its officers are elected for three years, so that the following will still be in office during the Exposition: President, Mary H. Krout, the *Inter-Ocean*; vice-presidents, Martha Howe

Davidson, Adele Chretien, San Francisco *Examiner*; Helen Winslow, Boston *Beacon*; Lou V. Chapin, Chicago *Graphic*; recording secretary, Virginia Lull, the Chicago *Evening Journal*; corresponding secretary, Eve H. Brodlique, the Chicago *Times*; corresponding secretary representative board, Isabella O'Keefe; treasurer, Antoinette Van Hoesen Wakeman, the Chicago *Evening Post*; chairman auditing board, Mary E. Bundy, the *Religio-Philosophical Journal*; assistant secretary, Norah Gridley; representatives at large, A. V. H. Wakeman, Chicago *Evening Post*; Illinois, Virginia Lull, Chicago *Evening Journal*; Ohio, Claudia I. Murphy, Toledo *Commercial*; Michigan, Sarah J. La Tour, *American Tyler*, Detroit, Mich.; Indiana, Ida A. Harper, Indianapolis *News*; Iowa, Pauline Given Swalm, Oskaloosa *Herald*; California, Winfred Sweet Black; New Jersey and New York periodicals, Hester M. Poole; New York, Florence Ives; Massachusetts, Helen M. Winslow, Boston *Beacon*; Nebraska, Ellia Peattie, Omaha *World-Herald*; Minnesota, Ruth Kimball, St. Paul *Globe*.

Saracen Club.—Organized 1876. The originators of the club were Henry W. Fuller and Dr. Samuel Willard and it was named the Saracen because its members proposed to criticise ideas and literature as unsparingly as the Saracens fought their enemies and giving as little quarter. There is no club house. For sixteen years the members have met around at each other's homes, thus preserving a marked social feature. There is always a paper, followed by a discussion, and then a supper is served by her who it chances is the hostess of the evening. The entertainment is frequently quite elaborate, as the Saracen members are people of ample means and social prominence. There are eighty of them in all and each member has the privilege of bringing a friend, so that to have a meeting of the Saracens at one's home is no ignoble affair. During the winter seasons the meetings are held every month and are discontinued in the summer. The membership is largely composed of doctors, lawyers and literary men and their wives, with a sprinkling of unmarried folk. Every year they give an entertainment and dinner at Kinsley's, which is quite a fashionable gathering. During the whole list of presidents there has been only one lady at the head of affairs, Mrs. George A. Harding, who is also a member of the Fortnightly and Chicago Women's clubs. The officers for 1892 are: President Merritt Starr; vice-presidents, Mrs. Sumner Ellis, Austin Bierbower and Dr. Marie J. Mergler; secretary and treasurer, Norman P. Willard; executive committee, Irving K. Pond, Mrs. John Wilkinson, E. B. Sherman, Mrs. Charles Guy Bolte, Edwin Burritt Smith.

Spanish American Club.—Meets usually at the Tremont house. The aim of the association is the better understanding of the Spanish language and the customs of the people and the products of the Latin countries. While as yet the club is purely social, later it will undoubtedly become active in practical lines. Among those prominently connected with the organization are City Treasurer Peter Kiolbassa, August E. Gans, Alberto Zarate, J. M. Wiers, E. F. Cotilla, E. S. Douglas, A. Raphael, A. C. Aaback, B. T. Thomas, Manuel S. Molano, Mrs. A. M. L. Coleson and Miss Grace L. Dickinson.

Tuesday Reading Club.—Organized in 1891, Mrs. Jean M. Waldron, a prominent North Side woman, being its originator. It was her idea to form a reading club wherein ladies might meet for the study of good literature and to leran how to read it expressively. The idea took and a coterie of North Side ladies have banded together and meet every Tuesday evening for the pleasant exercises. As the club meets at the respective homes of the members, there is afforded a charming opportunity for sociability, a factor which never has been overlooked. Light refreshments are served, and sometimes the ladies sit down to a dainty luncheon. But the literary part is counted as the first and greatest part of the club's existence.

Twentieth Century Club.—Established November 9, 1880, very much on the plan of the Nineteenth Century club of New York. It is a club which admits both ladies and gentlemen, in fact its founder was a lady, Mrs. George R. Grant, who had returned from the Atlantic coast full of the new idea. Mrs. Grant is a society leader, as well as a beautiful and accomplished woman, a daughter of Fernando Jones. She has been the mainspring of the Century club ever since its inception, though the presidents have been of the sterner sex. For the first two years Maj. Kirkland filled that office, and at present Charles D. Hamill, who is well-known as the new president of the board of trade, stands at the head of this fashionable literary organization. The object of the club is the promotion of serious thought upon art, science and literature, and the entertainment of distinguished men and women of other cities of this and other countries. Such individuals as have achieved distinction in their respective departments of knowledge are invited to meet the club and speak before it. The officers are: President, Charles D. Hamill; vice-presidents, L. C. Collins, Jr., Mrs. Charles Henrotin; secretary, Mrs. George R. Grant, 1834 Prairie avenue; treasurer, William Morton Payne, 1601 Prairie avenue; general committee, Elwyn A. Barron, Hugh T. Birch, Ingolf K. Boyesen, Charles Page Bryan, L. C. Collins, Jr., Charles D. Hamill, Joseph Kirkland, A. C. McClurg, William Morton Payne, Henry B. Stone, David Swing, Charles Walsh, Mrs. H. C. Brainard, Miss Amy Fay, Mrs. George R. Grant, Mrs. W. Q. Gresham, Mrs. Charles Henrotin, Mrs. Fernando Jones, Mrs. Joseph Medill, Mrs. S. J. Medill, Miss Harriet S. Monroe, Mrs. G. M. Pullman, Mrs. H. O. Stone, Mrs. H. M. Wilmarth.

Women's Reading Circle of South Evanston.—Organized November 5, 1890, meets semi-monthly; membership limited to twenty-five; object, the study of history. Mrs. Alexander Clark, director.

CLUBS—STATE SOCIAL ORGANIZATIONS.

The American population of Chicago is composed in great part of natives of other sections of the United States. The States of Indiana, Kentucky, Ohio, Pennsylvania, New York, New Jersey, New Hampshire, Vermont, Connecticut, Rhode Island and Massachusetts are very largely represented here among the mercantile and professional classes. The natives of a number of the States have formed themselves into organizations of a social character, which are referred to below.

California Pioneers.—The Western Association of California Pioneers was organized January, 1890. The society is composed principally of persons who crossed the plains in 1849, and for the purpose of bringing together former residents of the State of California. Its meetings are held at the Grand Pacific Hotel, and its annual meeting is held on the 18th day of January in each and every year, in commemoration of the day on which gold was first discovered in California, January 18, 1848. The officers are: Charles P.

Jackson, president; Addison Ballard, first vice-president; Thad. P. Sears, second vice-president; John B. Kerr, secretary; Davis W. Miller, treasurer; trustees: George G. Custer, J. A. B. Waldo, Samuel Waugh, George A. Emery, Addison Ballard, Chicago; Wm. N. Brainard, Evanston, Ill.; Camden Knight, Custer Park Ill.

North Pacific Association.—To include former residents and natives of Alaska, Washington, Idaho and Montana. Object, to bring together former residents of the sections named in order to advance the interests of that division of the Union, and to formulate the best plans for the proper entertainment of the people of the North Pacific section during the World's Columbian Exposition.

Ohio Society of Chicago.—Organized April 29, 1890, the charter members being Charles E. Bliven, Charles D. Hauk, John T. Shayne, E. S. Jenison, Samuel Parker, Dr. Liston H. Montgomery, Leroy D. Thoman. The resident members number 151; non-resident members, 13; honorary members 11, making a total membership in March, 1892, of 175. The society meets quarterly, on the first Tuesdays in January, April, July and October. The annual meeting is held on April 30th. In the list of honorary members are included the following: Benjamin Harrison, President of the United States; Rutherford B. Hayes, ex-President of the United States; Charles Anderson, of Eddyville, Ky.; Gen. Jacob D. Cox, of Cincinnati, Ohio; ex-Governor R. M. Bishop, Cincinnati, Ohio; ex-Governor Charles Foster, Fostoria, Ohio; ex-Governor George Hoadley, New York; ex-Governor Joseph B. Foraker, Cincinnati, Ohio; Governor James E. Campbell, Columbus, Ohio; Allen G. Thurman, Columbus, Ohio. Among other prominent members are: Bishop Merrill, Professor Swing, Dr. Barrows, Dr. Gunsaulus, the Rev. G. K. Flack, Dr. Arthur Edwards, the Rev. R. D. Scott, Colonel H. C. Corbin, ex-Governor John M. Hamilton, General Benjamin Butterworth, Judge Baker, John B. Drake, Major F. Q. Ball, Colonel J. S. Cooper, C. S. Darrow, J. W. Ellsworth, P. S. Grosscup, W. W. Gurley, S. W. Stone, Wm. A. Mason, and many other names equally well-known. The officers of the society elected at its last meeting were: President, Judge L. D. Thoman, ex-United States Civil Service Commissioner; Vice-presidents, Charles E. Bliven, Wm. A. Ewing, Albert H. Massey, Geo. Watkins, Lucius B. Montonya, Oscar M. Smith, Daniel W. Mills, Henry D. Overdier, and Geo. W. Anderson. Honorary Vice-presidents, Joseph Medill, Anthony F. Seeberger, William Penn Nixon, Joseph B. Leake, John B. Drake. Secretary, Dr. L. H. Montgomery; Treasurer, Samuel Parker; Trustees, John T. Shayne, Geo. P. Jones, Chas. D. Hauk, Addison Ballard, Amos J. Harding, Henry J. Bohn, Theo. P. Elliott, Aaron J. Miksche, Edward S. Jenison. In a circular issued by the officers on May 1, 1890, the object of the society is set forth as follows: "We believe it desirable to have a social organization in this city of former residents of Ohio, to the end that the enviable position attained by our native State in the recent contest for the location of the World's Fair may be maintained." Any person over eighteen years of age, of good moral character, and who is a native, or the son of a native, of the State of Ohio, or has been a resident of Ohio for a period of five years, may be admitted as an active member. Any person of the age and character and similarly qualified, residing in Ohio or born therein, or having been a resident thereof for five years, and residing elsewhere than in the city of Chicago, and not within fifty miles thereof, may be admitted as a non-resident member. Non-resident members shall be entitled to all of the privileges of the society, except that they shall not vote or hold office. Admission fee, $10 ; annual dues, $5 ; non-resident members' admission fee, $5 ; no dues.

Sons of Chicago.—Organized 1892. Native born Chicagoans are alone elligible to membership. Thomas H. Cannon, chairman, Clark C. Rolf, secretary.

Sons of Connecticut.—Organized 1891. Requisite for membership, birth in the State of Connecticut. Object, to promote the interests of that State in the World's Columbian Exposition, and for social purposes. Officers: President, E. St. John ; Vice-President, Frank M. Blair ; Secretary and Treasurer, C. W. Newton, 7 Randolph st. Executive Committee: E. St. John, Frank M. Blair, Joseph Woodruff, F. W. Short, C. W. Newton.

Sons of Delaware.—Organized June 20, 1890 ; membership about 35. Requisite to membership, birth in the State of Delaware. A social organization. Initiation fee, $2.00. Officers: President, F. L. Ford ; Vice-President, T. H. Glenn ; Treasurer, M. J. Powers ; Secretary, A. Lloyd, 3800 Vincennes avenue.

Sons of Indiana.—Organized December 20, 1890. Present membership, about 125. Requisites for membership, former residence in the State of Indiana, present residence in Cook county, Illinois. Meetings held quarterly, first Tuesdays in January, April, July and October, at such places as may be named by the president. First banquet held February 24, 1891, in celebration of the anniversary of the capture of Vincennes by George Rogers Clark. The date of the annual banquets is fixed at December 11, in celebration of the admission of Indiana as a State into Union. Initiation fee, $1.00; annual dues, $1.00. Assessments are made to meet expenses of banquets, etc. The officers are: President, John Lyle King; 1st vice-president, D. M. Hillis; 2d vice-president, J. W. Helm; secretary, Geo. W. Wiggs; treasurer, E. W. Akinson; executive committee, J. Harvey Bates, J. M. Olcott, J. William Helm, Geo. W. Wiggs, James M. Starbuck, W. C. Niblack, Lawrence P. Boyle.

Sons of Louisiana.—Organized May 1, 1889. Membership, about 50. Requisite for membership, former residence in the State of Louisiana. Initiation fee, $2.00 ; dues, $6.00 per annum ; meet first Monday of each month. Officers: President, G. W. Becker; vice-president, Seymour Walton; secretary and treasurer, F. R. Southmayd.

Sons of Maine.—Organized April 3, 1880. Present membership, about 200. Requisite for membership, birth in the State of Maine, regardless of sex. No stated place of meeting, one of the leading hotels being usually selected for semi-annual gatherings and banquets. Initiation fee, $1.00 ; annual dues, $1.00. Assessments are made to cover expenses incurred. The officers are : President, E. F. Getchell; 1st vice-president, Geo. L. Dunlap; 2d vice-president, J. J. P. Odell; 3d vice-president, J. B. Hobbs; treasurer, William Sprague; secretary, Frank Hamlin (son of Hon. Hannibal Hamlin, and a rising young lawyer), room 77, 119 LaSalle st.; directors: Geo. M. Sargent, Geo. A. Emery, F. H. Smith, C. F. Kimball, Newton Goodwin, W. H. Andrews, F. A. Johnson. The Sons of Maine have on their list of members the names of many leading citizens of Chicago.

Sons of Massachusetts.—Organized November 12, 1889. Present membership, about 150. Meet semi-annually at the Grand Pacific Hotel. The object of the association, as stated in the by-laws, is "to cherish the memory of our mother State, to acknowledge our love and fidelity to her, to perpetuate her memory to those who come after us, and to maintain a patriotic love and devotion to our common country, composed of all States." Any citizen of Illinois born in Massachusetts, or formerly residing there, is eligible to membership. An annual assessment is made upon the members for the liquidation of such expenses as may be incurred. The officers are: President, Erskine M. Phelps; vice-presidents, Silas N. Brooks, Edward F. Lawrence, Porter P. Heywood; secretary, Edward H. Griggs; treasurer, Norman W. Harris; Directors, Chas. Lyman Case, E. W. Brooks, Charles E. Field, Josiah L. Lombard, John B. Clarke, Henry Slade, E. A. Simonds, Edward O. Parker, John C. Polley.

Sons of Michigan.—A Society composed of former residents of Michigan. President, Joseph A Nealey; secretary, Richard Altrogh; treasurer, John W. Irvine. The object of the club is to provide entertainment to Michigan people coming here during the World's Fair.

Sons of New York.—An Association of the natives of the State of New York was formed early in September, 1889, and was incorporated on January 2, 1890. Its object or purpose was to co-operate with other State societies in the effort then being made to secure the location of the great International Exposition at Chicago. To this end the members of the Association, individually and collectively, devoted their time and influence with characteristic zeal and energy. The membership of the Association increased at so rapid a rate that it was resolved to make the organization permanent, which was done, as mentioned above, by incorporating under the laws of Illinois. The principal object of the Association is the occasional bringing together at re-unions of the resident men and women who hail from the Empire State for the purpose of social intercourse, to renew past acquaintance, form new friendships and cultivate the amenities incidental to a common citizenship. The society of the Sons of New York has a membership of over seven hundred, hailing from every county in the State of New York, and many of whom were formerly friends and neighbors, but now residents of the great Empire City of the West, in the growth and development of which the New Yorkers have ever been conspicuous. Meets once a month at the Sherman House. Officers: President, De Witt C. Cregier; first vice-president, J. Irving Pearce; second vice-president, Solomon Thatcher, Jr.; third vice-president, J. L. Hotchkin; secretary, John E. Davis, 154 Lake st.; treasurer, Chas. E. Leonard; directors, Potter Palmer, Nelson Steele, Geo. H. Harlow, D. Miles and Daniel H. Pinnery.

Sons of Pennsylvania.—Organized December, 1889; present membership, about 300. The association is comprised; 1st, of native born or resident Pennsylvanians; 2d, of former citizens of Pennsylvania, who have resided at least ten years in the State; 3d, of those who have been connected with the University, or any of the colleges, scientific or professional institutes of Pennsylvania; 4th, of those who served during the war in any Pennsylvania regiment, and may also include as members those still residing in Pennsylvania; numbers among its honorary members, Geo. W. Childs, Andrew Carnagie, Ex-Gov. Beaver, Gov. Patterson, Adjutant General Hastings, Post-Master General Wanamaker and others. The object of the association, as stated in the preamble of the constitution, is "for the purpose of promoting more intimate acquaintance with each other, cultivating and keeping alive the associations, and reviving the recollections of our native State; and, to the end that we may the better act in regard to all matters pertaining to the common interest of the State of Pennsylvania and the State of our adoption." Initiation fee, $2.00; annual dues, $1.00. Meetings are held monthly at the Palmer House. Election of officers occurs on the first Monday in December, annually. At least one banquet is held every year. In an address issued by the officers, the following presentation of the organization's aims is made: The "Sons of Pennsylvania" is an organization growing out of the Pennsylvania Auxiliary Committee of the World's Fair, and is a permanent association, devoted to the development of an expression of those social and fraternal influences which cling to the memories and incidents of "Home" in "The Keystone State" of Pennsylvania. During the World's Fair season, the fraternal instincts of the Association will gladly assist all Pennsylvanians, whether residents of the Keystone State or citizens of "The Empire of the West," to secure home comforts at that moderate cost which, upon great occasions in large cities, is so difficult of access to the temporary sojourner. It may serve to still further endear the Association to the heart of every Pennsylvanian to know that in its permanent form of organization, one of its special duties will be to demonstrate the value and extent of the influence exerted by Pennsylvanians throughout the entire West, in its social, commercial and professional progress." The officers are: President, Hon. W. B. Cunningham; vice-presidents, Franklin MacVeagh, Dr. Swayne Wickersham, Hon. H M Shepard, Hon. J. J. Brinkerhoff, Capt. J. B. Clow treasurer, Dr. J. W. Slonaker; secretary, Frederick J. Patterson, 449, "The Rookery," Chicago; executive committee, Austin L. Nestlerode, chairman; Hon. Thos. D. McClelland, Major C. I. Wickersham, J. C. Anderson, W. B. Cunningham, F. J. Patterson; finance committee, Gen. Jos. Stocton, chairman; Dr. A. P. Gilmore, Dr. John F. Williams, Wm. Y. Daniels; membership committee, Atlee V. Coale, chairman; C. E. Bruner, S. E. Gross, C. S. Burrows, E. C. Loomis, B. B. Anderson. The membership of the Sons of Pennyslvania is comprised of many of Chicago's leading citizens in every honorable walk of life.

Sons of Rhode Island.—Organized November 12, 1889. Present membership about 100. Initiation fee, $1.00; annual dues, $1.00. Meets annually on the first Tuesday in October at such place as the president may direct. Other meetings may be called during the year. The preamble to the constitution sets forth the purpose of the association as that of "promoting more intimate acquaintance with each other, cultivating and keeping alive the associations and reviving the recollections of our native State, and to the end that we may the better act in regard to all matters pertaining to the common interests of the State of Rhode Island and the city and State of our adoption." The membership of this association consists "of gentlemen and ladies who were born in Rhode Island, residing in Illinois at the time of joining the association, and such other gentlemen as claim to be Rhode Islanders, or who served in any Rhode Island regiment during the war, or who have been connected with Brown University, and shall be recommended by the membership committee, upon their signing the constitution and by-laws and paying the required fee." The officers are: President, Col. W. A. James; vice-presidents, H. B. Cragin, David Fales, Charles J. Mauran, J. M. Francis, C. P. Walcott;

secretary, Henry A. Taylor; treasurer, Willliam B. Bogart; executive committee, H. L. Belden, W. P. Cragin, J. B. Marsh, J. G. Cozzens, J. W. Lyon; membership committee, W. B. Ballou, F. P. Crandon, O. S. Westcott, E. L. Barber, C. L. Weaver; delegates to State Association, W. A. James, J. T. Bowen, E. F. Cragin. An annual assessment is made to cover expenses incurred.

Sons of Vermont.—Organized January 10, 1877. Present membership about 275. Object, the perpetuation of the memory of the mother State, and social intercourse among her sons. Originally it was requisite that an applicant for membership should be a native of Vermont, but by a recent amendment to the constitution sons of Vermonters over age of eighteen are eligible. Males only are admitted to membership. No stated place of meeting, but one banquet is given annually at one of the leading hotels. The association meets semi-annually for business purposes. The annual banquet occurs on the 17th of January, in celebration of the independence of the State of Vermont The offices are: President, Thos. J. Sutherland; 1st. vice-president, Lewis H. Bisbee; 2d. vice-president, James McAubery; 3d. vice-president, Frank B. Williams; secretary, George Edmund Foss, 919 Chamber of Commerce building; treasurer, H. H. Nash. Executive Committee, Austin Clement, E. B. Sherman, John M. Thatcher, A. G. Fisher, W. N. Sattley. An annual assessment is made to cover expenses incurred. In the list of members are the names of many of the foremost men of the city, in professional and commercial life.

States Columbian Association.—There is in existence here a States Association of representatives from societies organized among former residents of the several States as an auxiliary to the World's Columbian Exposition enterprise. The object of the Association as stated in the constitution is "to enable the several State organizations of Chicago to co-operate for the purpose of promoting the success of the Columbian Exposition; the understanding being, viz.: the several State Associations, herein represented, do not surrender to this Association any of their prerogatives or powers, nor shall their work be prescribed or interfered with in any manner by this Association." The Association is composed of three duly accredited representatives from each of the State and Territorial Associations now existing or which may be hereafter formed in Chicago, provided, that the several Provinces of British America, and such organizations representing Nationalities as the Executive Committee may from time to time designate, may also be represented, in the same manner, as their associations are duly organized. Officers: President, LeRoy D. Thoman (of Sons of Ohio); First vice president, Elijah B. Sherman (of Sons of Vermont); secretary, Hervey Sheldon (of Sons of New York), Secretary's address, room 309 Inter Ocean bldg.; treasurer, Solomon Thatcher, Jr. (of Sons of New York). Vice-presidents: G. M. Sargent, Maine; H. B. Cragin, Rhode Island; F. M. Blair, Connecticut; F. L. Ford, Delaware; W. W. McElhaney, Virginia; Dr. H. A. Costner, North Carolina; P. C. Sneed, Georgia; Charles Marsh, Alabama; R. H. Stewart, Mississippi; William Van Ketle, Louisiana; Dr. M. R. Brown, Texas; F. I. Moulton, Missouri; C. Thompson, Tennessee; D. W. Mitchell, Kentucky; Major C. E. Bliven, Ohio; George S. Willits, Michigan; Charles H. Aldrich, Indiana; D. H. Lamberson, Illinois; Van H. Higgins, Iowa; Col. F. A. Battey, Minnesota; S. H. Stevens, Kansas; W. N. Brainard, California; T. Z. Magarrell, Canada; De Witt C. Cregier, New York; Col. E. A. Calkins, Wisconsin; Felipe Berriozabel, Jr., Latin Am. League.

COMMERCIAL EXCHANGES.

The commercial exchanges, associations and boards of Chicago are numerous and powerful. Although the largest, the association known as the Board of Trade (which, in reality and properly, should be called the Grain and Produce Exchange), is by no means the only important one. There are various interests of magnitude not represented on the floor of the Board of Trade, which are handled by other exchanges. The different Exchanges and Associations are as follows:

Board of Trade.—The leading Grain and Produce Exchange in the world; membership, about 2,000. [See Board of Trade Transactions.] Following are the officers for 1892: President, Charles D. Hammill; first vice-presidente James T. Rawleigh; second vice president, R. G. Chandler; secretary, Georg, F. Stone; assistant secretary, R. S. Worthington; treasurer, Earnest A. Hamill; Attorney, A. W. Green; manager of clearing-house, Samuel Powell; treasurer of clearing-house, John C. Black; official grain samplers, Owen McDougall, and Cruickshanks; inspector and registrar of flaxseed, S. H. Stevens; inspector of provisions and weigher of packing-house products, also registrar of provisions, Isaac T. Sunderland; inspector of grass-seeds, John Pax; inspector of hay, David Walsh. The following are the standing committees for the year: Executive—Rawleigh, Healy, Mitchell. Finance—Chandler, Dousman, Edwards. Membership—Fiske, Beach, Smith. Room-VanKirk, Bartlett, Booth. Market Report—Worthington, Chandler, Wright. Clearing-House—Mitchell, Worthington, Lyon. Real Estate—Hannah, VanKirk, Wright. Rules—Edwards, Hannah, Smith, Booth, Beach. Legal Advice—Bartlett, Healy, Dousman. Ware house—Beach, Fiske, Hill. Violation of Rules—Smith, Beach, Mitchell. Tarnsportation—Dousman, Fiske, Booth, M. Cudahy, Richardson, H. W. Rogers, Jr., M. Rosenbaum, W. J. Pope, W. J. Coon. Claims—Wright, Bartlett, VanKirk, Worthington, Rawleigh. Meteorological Observation—Booth, Lyon, Edwards. Weighing—John Hill, Rawleigh, Healy. Provistion Inspecting—Healy, Besley, Botsford, Wells, Stewart. Flour Inspection—Montague, W. H. Crocker, C. Reifsnider, Isaac Horner, John B. Young. Flaxseed Inspection—Lyon, Seckel, W. B. Waters, A. M. Henderson, J. Wright. Other Inspection—Lyon, Hannah, Hill. Arbitration Committee on Grass and Field Seeds—Hill, Seckel, A. M. Henderson, A. Eddy, Jr., Alexander Rodgers. The secretary of the board, Mr. Stone, is also secretary of the National Transportation Association and member of the Pan-Republic Congress committee, of the general committee of the World's Congress Auxiliary on Commercial and Financial Congresses, of the Committee of the World's Congress Auxiliary on a Water Commerce Congress, and of the Committee of the World's Congress Auxiliary on a Board of Trade Congress.

THE BOARD OF TRADE BUILDING is situated at the foot of La Salle, on Jackson st., between Sherman st. and Pacific ave., in the heart of the business center, and only a short walk from the great hotels, railroad depots and street car terminals. The immense size and architectural beauty of the structure will attract the stranger's attention. It covers an area of 200 by 174 feet; and is built of gray granite. The beautiful front is surmounted by a tower which tapers to a pinnacle 322 feet above the pavement. On the top of this tower is the largest weather-vane in the world, a lake schooner 15 feet in length, with rigging in proportion. From the street below it does not appear to be a fifth of this size. Visitors are admitted to the tower, from which a grand bird's eye view of the city and the lake may be obtained. On the first floor are settling rooms, private offices, telegraph offices, etc. Above these is a great Exchange Hall, the dimension of which are 174 by 155 feet. Some idea of the vastness of this room may be obtained from the knowledge that one of the largest five story blocks in the city could be accommodated within it. The interior decorations are elegant. There are two galleries, one for the public and one for invited guests. Admission to the former may be gained within business hours. From this gallery a perfect view may be had of the operations on the floor, operations which it would be impossible to describe, and impossible for the average visitor to understand. Admission to the floor is granted only on rare occasions, and by the Secretary of the Board of Trade. The rear portion of the building is given over to offices.

FINANCIAL CONDITION OF THE BOARD.—The report of the Directors of the Board of Trade for 1891 made the following showing: On hand Jan. 6, 1891, $2,817.80. Received in sundry deposits from the secretary of the Board of Trade, from Jan. 6 to the close of the fiscal year, Jan. 4, 1892, inclusive, $255,612.67. Total, $258,330.47. Paid 552 checks drawn by the secretary, amounting to $239,797.55. Leaving a balance of $18,532.92. The report of the boaid of directors showed the following figures: Receipts, $291,685.51; expenditures, $259,538.79. Cash on hand and in hands of the treasurer Jan. 5, 1892, $32,146.72.

Builders' and Traders' Exchange.—An organization of builders and dealers in builders' materials. Location of Exchange, 12, 14 and 16, No. 159 La Salle st. Officers: President W. H. Alsip; first vice-president, R. Vierling; second vice.president, A. Gordon; secretary, James John; treasurer, W. H. Mortimer.

Chicago American Horse Exchange.—Situated at the southeast corner of Sixteenth and Dearborn sts., facing 151 feet on Sixteenth and 362 feet on Dearborn street. Take State street cable line.

Chicago Real Estate Board.—One of the most important and prominent of Chicago's commercial organizations. Organized in 1887. Comprises the leading and responsible real estate dealers of the city. Located in the Real Estate Board building, Randolph and Dearborn sts. The Board rooms are made a general headquarters and depository for information pertaining to real estate interests. A carefully arranged record of transfers, council proceedings and enactments of the County Board are kept for reference, as well as maps, plats, etc., thereby furnishing facilities for members for learning facts without going to various public offices. Besides its function as a conservator of the public weal, the Board exerts beneficial influence in matters bearing more directly upon the interests of property owners and agents. A valuation committee of the Board is established whose duty is to value property on request for a small compensation by comparison with the service rendered. Valuations are made without bias for trust companies, investors, mortgagers, and for condemnation or damage purposes, by persons thoroughly competent to make them. As showing the high estimate upon services of this committee it is only necessary to say they were called upon to value $4,001,888.60 worth of real estate in 1888. One of the greatest results of this organization, however, is the prevention of fraud on the part of dishonest and irresponsible real estate dealers, and the creation of a high-toned sentiment among real estate men. No man of a blemished commercial character can become or remain a member.

OFFICERS FOR 1892.—President, E. S. Dreyer; vice-president, G. A. Henshaw; treasurer, Benjamin A. Fessenden; secretary, C. L. Hammond.

Executive Committee—J. H. Trumbull (two years), Bruce B. Barney, (W. W. Baird holding over).

Membership Committee—F. A. Barnes (two years), C. H. Mulliken, Wm. A. Merigold, H. S. Dietrich, F. M. Elliott, H. W. Christian, R. D. Hill, Carter H. Harrison, Jr. (D. M. Erskine, Jr., holding over).

Reference Committee—H. A. Haugan (two years), E. S. Hawley, (A. B. Mead holding over).

Valuation Committee—William A. Bond, George Birkhoff, Jr. (Willis G. Jackson, Joseph Donnersberger, Eugene H. Fishburn holding over).

Call Board Committee—John L. Manning (two years), B. R. DeYoung, James B. Galloway, J. Robson Weddell (Nelson Thomasson holding over).

Public Service Committee—West Side, Geo. M. Bogue (two years), R. L. Martin, Paul O. Stensland; South Side, Walter H. Wilson, Frank Riedel; North Side, William L. Schrader, H. V. Seymour.

Chicago Stock Exchange.—Located in the Stock Exchange building, Dearborn and Monroe streets. Officers: President, Edward L. Brewster; secretary and chairman, Joseph R. Wilkins; treasurer, John J. Mitchell. Calls at 10:30 A. M. and 2:15 P. M. on stocks and bonds. The Chicago Stock Exchange made greater progress in 1890 toward becoming an institution of prime importance in the financial situation of Chicago and the West than it had made in all the previous years of its existence. Trading has been active, and interest in the market has been widespread. The total sales at the Stock Exchange for 1890 were 1,058,074 shares, against 145,725 in 1889, and $18,268,600 bonds, against $19,029,500 in 1889. As Chicago ranks as the second city in the United States, the immensity of these operations are only second to those of Wall street, and many investors prefer to buy and sell the leading speculative stocks of Chicago in this exchange, as they are surer of finding quotations nearer actual values than if they sent their orders to the East, where the nature of Chicago properties are comparatively unknown. The Exchange building is devoted almost exclusively to the uses of bankers and brokers. The ground floor is occupied exclusively by bankers who have made a specialty of handling securities and documentary loans that represent corporations of great wealth. The arrangement of offices is peculiarly adapted to the quick despatch of business.

Fruit Buyers' Association.—A new organization formed by the wholesale fruit dealers of Chicago. Meets at the Produce Exchange. The object of the Association is to regulate the sale of California fruit, from ten to twenty car-loads of which arrive daily, representing in value from $10,000 to $20,000. These fruits are disposed of at auction in two rooms. The rule laid down by the association is that each room shall begin the sale of fruits at 9:30 in the morning on alternate days, and if the room whose turn it is to commence at 9:30 is not ready, the buyers shall proceed to the other room, when the sale is to commence. When one room has begun a sale, the other must not start in until the first is finished. One object of this rule is to have the sales concluded by noon, instead of late in the afternoon, as formerly. Another object is to keep out an objectionable element that crowded the room. The fee for members is $25. The association is incorporated under the State laws. The following are the officers: President, J. F. Chacker, of Chacker Bros.; vice-president, J. D. Raggio, of J. D. Raggio & Co.; secretary, E. E. Connery, with M. Scanlon; treasurer, Samuel Page; trustees, Frank Cuneo, O. S. Edwards, Louis Boitano, S. H. Clapp and William Ostatag.

Fruit and Vegetable Dealers' Association.—Location of Exchange, 144 S. Water street. A prosperous and important association of merchants in the fruit and vegetable commission trade. Organized 1888. Officers for 1891: President, F. A. Thomas; vice-president, Robert A. Burnett; treasurer. J. W. Sharp; secretary, Colonel Littler; executive committee, George W. Barnett, Charles B. Ayers, Henry A. Ott, Charles Wilmeroth, and F. A. Thomas; arbitration committee, J. W. Sharp, Edwin R. Baker, Richard Kemper, B. V. Emery, L. R. Ermeling, and George S. Sawyer.

Lumbermen's Association of Chicago.—This association was formed about April, 1891, from the three existing associations of lumber dealers—the Lumbermen's Exchange, Chicago Lumber Yard Dealers' Association, and the Lumbermen's Association of Chicago. The new association may be said to be the successor of the Lumbermen's Exchange, the oldest of the associations, incorporated March 31, 1869. The object of the Exchange is to advance the commercial character, and promote the general lumber interests of the City of Chicago and the Northwest, to inculcate just and equitable principles in trade, establish and maintain uniformity in the commercial usages of the city, acquire, preserve and disseminate valuable business information, and avoid and adjust, as far as practicable, the controversies and misunderstandings which are apt to arise between individuals engaged in trade when they have no acknowledged rules to guide them. Any person, firm or company, interested or engaged in the lumber trade, approved by the board of directors, may become a member of the association by signing the rules and regulations and paying the annual dues. Ex-members of the Exchange on retiring from business, may, by vote of the board of directors, be allowed the privileges of the Exchange rooms without fees. The officers are: W. W Scholtz, president; Geo. E. White, vice-president; E. E. Hooper, secretary; G. P. Soper, treasurer. The Exchange is located at 618 Chamber of Commerce Building.

The lumber business of Chicago is immense. The figures used in estimating it run away up into the billions. The water frontage used for unloading lumber needs be computed by miles. The cars used to move the Chicago supply to the demand are numbered by thousands. The men engaged in the work would make an army. There are about ten miles of water frontage in Chicago devoted to the lumber business. This frontage is principally on slips, and is mostly located on the south branch of the Chicago river. There is however, a great deal of lumber handled on the lake front. To these large lumber districts must be added the many small yards scattered about the city. Michigan furnishes about 70 per cent. of the lumber supply, which comes by lake. The other 30 per cent. comes from almost everywhere. California furnishes the redwood. This is principally valuable for its durability when exposed to moisture in tanks, etc. Yellow pine comes from the South. Its principal use is for inside finishing, and the demand is increasing. Poplar comes almost altogether from Indiana and the South, oak from the middle States, walnut from the South, from Indiana, and a little from other localities.

Other Exchanges.—AMERICAN LIVE STOCK ASSOCIATION, organized May, 1888. Has paid two dividends since then. 186 per cent. on the capital stock in 1889 and 150 per cent. in 1890. CHICAGO COAL EXCHANGE, 635, 225 Dearborn; CHICAGO ANTHRACITE COAL ASSOCIATION, 203, 225 Dearborn; CHICAGO FLOUR AND FEED DEALERS' ASSOCIATION, 907 Royal Insurance Building; CHICAGO LIVE STOCK EXCHANGE, Union Stock Yards; CHICAGO MILK EXCHANGE, meets Fridays, 144 S. Water; CHICAGO OPEN BOARD OF TRADE, Open Board Building, 18–24 Pacific ave.; CHICAGO OPEN BOARD OF TRADE CLEARING HOUSE, OPEN Board of Trade Building; COMMERCIAL EXCHANGE, (Wholesale Grocers), 11–34 Wabash ave.; GRAVEL ROOFERS' EXCHANGE, 99, 159 La Salle; INSTITUTE OF BUILDING ARTS, 63–65 Washington; NATIONAL ASSOCIATION OF LUMBER DEALERS, 35–92 La Salle; NATIONAL BUTTER, CHEESE AND EGG ASSOCIATION, 144 S. Water; NATIONAL PRODUCERS' AND SHIPPERS' ASSOCIATION meets monthly, 144 S. Water; PRODUCE EXCHANGE, 144 S. Water, cor. Clark, telephone 5628; UNION STOCK YARD AND TRANSIT COMPANY, S. Halsted, cor. Thirty-ninth.

DETECTIVE AGENCIES.

In addition to the city detective force there are established in Chicago a number of private detective agencies, the most responsible of which are the following:

Bonfield Detective Agency.— Founded by John Bonfield, formerly Inspector of the Chicago Police Department, located at 120, 122 and 124 La Salle street: John Bonfield, Principal; M. L. Bonfield, superintendent.

Bruce Detective Agency.—Robert Bruce, general superintendent; located at 166 Randolph street.

Hartman Detective Agency.—George A. Hartman, superintendent; located at 128 South Clark street.

International Detective Agency.—C. A. Wallace, superintendent, 186 S. Clark street.

Mooney & Boland Detective Agency.—This is a stock company, organized under the laws of the State of Illinois. The officers of the Company, all of whom are stockholders, are: James Mooney, president; John Boland, vice-president; William J. Sutherland, sec'y and treas. Mr. Sutherland is also superintendent of the chicago office, and Emil Sandmeyer ass't superintendent of the new organization. The Moony and Boland Detective Agency ranks among the most reliable and respectable concerns of the kind in the world It has branch offices in nearly every large city in the country. Some of the finest detective work, of a private as well as of a public nature, ever presented here, has been done by this agency. Its connection with the "Boodler Cases" gave it an international reputation.

Pinkertons' National Detective Agency.—Founded by the late Allan Pinkerton in 1850. William A. Pinkerton, general superintendent Western Division, 191 and 193 Fifth Avenue, Chicago; Robert A. Pinkerton, general superintendent Eastern Division, 66 Exchange Place, New York City. D. Robertson, assistant to general superintendent, Chicago; Frank Murray, superintendent of Chicago office; T. G. Conklin, assistant superintendent. Offices at St. Paul, Kansas City, Denver, Portland, Ore., New York, Boston and Philadelphia. This is the original Pinkerton National Detective Agency.

Pinkertons' Protective Patrol.—Founded by Allan Pinkerton, 1850.—W. A. Pinkerton and Robert A. Pinkerton, principals. Chicago Station-house, 191–193 Fifth Avenue, Patrick Foley, captain; J. H. Cleary, 1st lieutenant; George Hay, 2d lieutenant.

Thiel's Detective Service.—Chicago office, The Temple, corner of La Salle and Monroe. S. H. Thiel, proprietor; T. E. Lonergan, general agent of Chicago; C. F. Newcome, general manager, St. Louis, C. E. Peterson general assistant manager; G. E. Ives, traveling manager. Offices: St., Louis, Mo., 700 and 702 Olive street, W. E. Giese, manager; Chicago, Ill., Stock Exchange building, C. M. French, manager; New York, 82 and 84 Nassau street, A. Cunz, manager; Kansas City, Mo., Sixth and Main streets, I. S. Hurst, manager; St. Paul, Minn., German American Bank building, J. H. Mason, manager; Denver, Col., Tabor block, T. F. Williams, manager; Portland, Ore., Labbe's building, M. C. Sullivan, manager. With offices in the principal cities, from the Atlantic and Pacific, each under the direction of skilled and experienced managers; with a large force of operatives, carefully selected from many nationalities and representing nearly every profession and vocation; with means of placing any needed force at any designated point promptly, and with a reputation for good work and fair charges to maintain, not earn, the service is one of the best in the country.

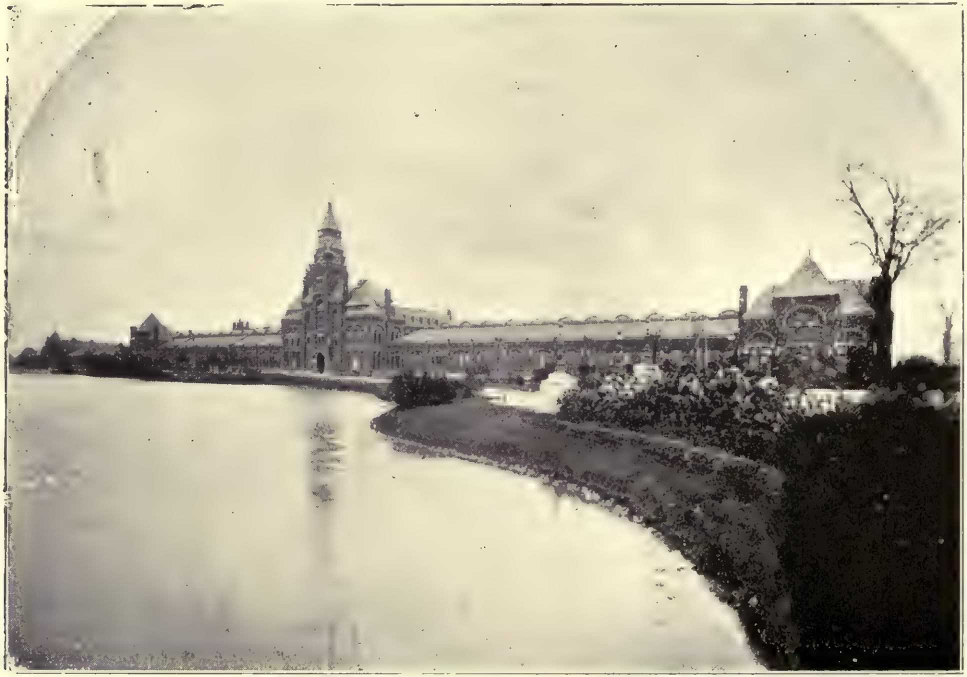
Union Detective Association.—J. H. Lobell, superintendent; 125 S. Clark street.

Veterans' Police Patrol.—John L. Manning, manager; located at 91 S. Clark street.

EDUCATIONAL INSTITUTIONS.

The Educational Institutions of Chicago and its suburbs rank among the best in the United States. The new University of Chicago will be, when in full operation, one of the grandest institutions of learning in the world. The Northwestern University of Evanston holds a leading place among the higher colleges of the United States. The various universities, colleges, seminaries, academies, institutes, etc., are referred to below.

Allen's Academy.—Located at 2125–2253 Calumet ave. A high-class preparatory school for boys and girls having the sanction and support of such citizens as Lyman J. Gage, H. N. Higinbotham, E. T. Jeffery, George M. Pullman, Ferd W. Peck, Philip D. Armour, Thomas Dent, Charles B. Farwell, Thomas M. Hoyne, Charles P. Packer, John H. S. Quick, William E. Hale, A. F Seeberger, John V. Farwell, S. W. Allerton. Ira Wilder Allen, M. A., LL.D., president, assisted by a large and efficient faculty. Only pupils of good moral character are desired, and each application for admission must bear the favorable endorsement of one or more of the directors or visitors, or satisfactory references to parents of pupils who have been or are now members of the school. The average age of pupils entering the first class of the academic department is about twelve years. To make careful preparation for these academic courses, we have a preparatory department for boys and girls of six or seven to about eleven or twelve years of age. Terms per annum: Preparatory department, $100; academic department, first, second and midde classes, $200; academic department, junior and senior classes, $250; resident pupils,



[Engraved for The Standard Guide Company.]

ADMINISTRATION BUILDING, PULLMAN.

[See "Great Industries."]

$560; for day pupils, payable semi-annully in advance, October 1st and February 1st; for resident pupils, $300 at entrance September 18th, and $260 February 1st. Where two or more pupils are from the same family a reduction is made.

Chicago Athenæum.—In the summer of 1890 this honored institution, which has been justly called "The People's College," entered upon the most promising period of its history, at the opening of its Twentieth year. At that time the Board of Directors, composed of some of the best known and most influential citizens, with Ferd. W. Peck, Esq , as president, secured a valuable property 91 x 97 feet at 18 to 26 Van Buren st., one of the choicest locations in the city, which has been enlarged to a seven-story building and fitted up in the most attractive style, with all desirable conveniences. The property was purchased for $200,000, besides which $90,000 have been expended in the improvements. Situated in the very heart of the city, close to the Art Institute, and in the same grand square on which the Auditorium stands, it is destined to become a recognized educational center, and one of Chicago's most beneficent Institutions. The Athenæum entered its new home in March, 1891. From the date of its organization in October, 1871, its animating spirit has been philanthropic. Though a private corporation, it has always maintained the Athenæum solely for the public good, having been chartered as an institution not for pecuniary profit. The benefits that it has bestowed upon this city can not be overestimated. Open daily throughout the year, and five evenings a week for nine months of the year, with an able corps of twenty-nine teachers and a large list of studies—all elective—young men and women may enter at any time, without examination, and receive the desired instruction at moderate cost. Here everything is done by the superintendent and teachers, not only to aid the pupils in the special branches that they have chosen but to stimulate a love for learning. To this end a well-chosen circulating library of good English literature is maintained, containing books of reference in the arts and sciences, and an open reading-room with the daily and weekly papers, magazines and reviews. During the fall and winter lectures on popular science, literature and applied art are given. In the same building an assembly hall has been provided, which will give far better facilities for such instructive lectures. A room has been specially prepared to receive apparatus and chemicals for the illustration of lectures on natural philosophy and chemistry. For the past fifteen years the Athenæum has been closely allied with the Chicago Mechanics' Institute, organized in 1843, of which Geo. C. Prussing, Esq., is president, and has done all its educational work. The liberal advantages of the Institute are extended to indigent mechanics or their children, on written application, duly vouched for. Many a worthy young mechanic or citizen has thus secured, through the Athenæum evening classes, such thorough instruction in mathematics and drawing as to gain for him promotion in his trade, as an intelligent and practical foreman or a master-builder. While the greater importance in this "People's College" is attached to the fundamental branches whose utility is everywhere acknowledged, valuable service is also rendered to young women who desire to qualify themselves for teachers in the public schools, or to pass the examination for still higher grades, by giving them able instruction in advanced mathematics, physics and the natural science. Here also young men may receive special instructions in science, the classics and French, German or Spanish, to enable them to enter any college in the land. The new "Athenæum Building" is a substantial and commanding edifice constructed of pressed brick and stone. It is 91x97 feet and seven stories high. Special attention here is given to securing abundant light and good ventilation not only by means of numerous broad windows, those in front being plate glass, but through two large light-wells down through the entire building. A broad entrance and hall with handsome marble pavement and side walls leads to two large electric elevators, the first of this kind introduced into Chicago, by W. E. Hale & Co., and to a broad iron and marble stairway leading to the seventh story. The upper story has been elaborately fitted up with sixteen or eighteen studios for the special accommodation of artists. The fifth and sixth floors are devoted to spacious and beautiful class-rooms, an assembly hall, library and reading-room, the business office and superintendent's private office. Other rooms below are occupied by literary, philanthropic and educational associations. A larger and finer "Athenæum Hall," with a seating capacity of 400, has been opened on the second floor, and is often used for concerts and lectures. With the exception of the broad entrance hall leading to the elevators, the entire first story and basement have been made into the most spacious and fairly-appointed Gymnasium in this city, with a height of 26 feet. The east half is devoted to the gymnasium proper, handsomely frescoed and furnished with the best apparatus that can be obtained. Thirteen feet above the floor is a suspended and well supported running track, 5 feet wide. The ceiling is finished in heavy hard wood panels, and admirably adapted for suspended rings, ladders, climbing ropes, etc. The west half is occupied by a splendid racket alley (or hand ball court), 65x23 feet, with cement walls; a plunge bath lined with English porcelain, 18x28 feet and 7 feet deep; fifteen shower baths and four porcelain tub bath rooms. Along the entire front runs one of the best standard bowling alleys, being partly under the sidewalk and well lighted. Thus generously equipped with apparatus, and with spacious and handsome educational departments, the Chicago Athenæum is destined to become one of the most attractive institutions for mental and physical culture of any city in the land. The names of the officers and directors of the Chicago Athenæum are a sufficient guarantee of its high standard and useful aims. Ferd. W. Peck, president; Wm. R. Page, first vice-president; Harry G. Selfridge, second vice-president; John Wilkinson, secretary and treasurer; Edward I. Galvin, superintendent in charge. Directors: Henry Booth, Franklin H. Head, Lyman J. Gage, Wm. J. Chalmers, Hugh A. White, Joseph Sears, Ferd. W. Peck, Chas. J. Singer, Wm. R. Page, A. C. Bartlett, J. J. P. Odell, Alex. H. Revell, John Wilkinson, Harry G. Selfridge, H. H. Kohlsaat, Gilbert B. Shaw. Under the guidance and government of these public-spirited citizens, this time-honored institution will ever keep in the line of progress, in promoting the interests of practical education.

Chicago Kitchen-Garden Association.—The Chicago Kitchen-Garden Association began its active labor in May, 1883, when the ladies connected with it received Normal instruction from a New York teacher. These ladies, realizing the important Mission of the Kitchen-Garden, called a general meeting of women, representing many churches of the city, and organized the Association. During the first two years the work of the Association was confined to classes in connection with various city missions. A school on Randolph street; one on Ashland avenue and 12th street, the Bethany, the Bethesda and the Central Church Missions, each had a class supported by the

Association. In the first year the lady founders taught these classes, but later it was found more profitable to engage a responsible salaried teacher. About the middle of the third year (in (1886), a store on Clybourn Ave., under the Central Church Mission, was rented, and fully fitted up for a kitchen-garden and cooking school. A class room, kitchen, dining-room and bedroom were partitioned off and furnished, and at last the Association controlled a place where they could carry out their complete course of instruction. During this year, some of the mission classes were given up, others added, and the first evening cooking classes for working girls were started. The success of this complete course of training at the Clybourn avenue school, proved by the fact that older pupils taught here easily secured situations at domestic service, inspired the Board of Managers to progress at once to a more advanced branch of this sort of instruction, *i. e.*, to start a training school for servants. For two years, in addition to the work among young girls, the training school was effectually carried on. The Board of Managers was enlarged, other organizations enlisted in their behalf, housekeepers interested, and every effort made to achieve success. Although the Association managed always to raise money enough to defray the enormous cost of such an undertaking, though housekeepers sent their cooks, laundresses and housemaids at their own expense for courses of lessons ; though the price of lessons was reduced to the minimum—yet, in the very direction in which every energy was strained to make the work felt, it failed. The servants at large, of their own accord, would not patronize the school. It was an admission of incompetence to attend a training school, and if they so humbled their pride, they expected compensation in being able to demand increased wages. Meanwhile the Kitchen-Garden work waited. When the Training School should pay for itself, the Kitchen-Garden department could hope for a larger share of the Association funds. The existing Kitchen Gardens were pushed on vigorously, but little new work could be added. When, in September, 1889, the sixth year commenced without the incubus of the Training School, the Managers felt that at last the Kitchen-Garden had a chance to grow. When the Managers should recover from the tremendous pressure under which they had been struggling for two years, they would turn to the Kitchen-Garden with renewed energy. Preparations were made to start a completely equipped school on Wentworth avenue. In March, in reply to an application for permission to introduce cooking into one of the city public schools, the Association received the answer that they might occupy one room of the Huron Street School after school hours ; and now the Kitchen-Garden department felt that they were at last beginning to enjoy the reward of patience.

The ladies have worked mainly in these three schools. Each year the number of pupils increases. The plan which the Kitchen-Garden Association pursues is as follows : girls over ten years of age are admitted to its classes. Pupils must begin with the Kitchen-Garden, and frequently they go twice through its course that the lessons may be thoroughly learned. Next they are promoted into practice with real rooms and furniture. Finally, when they are proficient in Kitchen-Garden work, and are twelve years old, they learn something about food and its proper use, and are taught simple cooking and every day economies. A comparison of the work of 1890 and 1891 with 1889 and 90 shows : At Clybourn avenue in 1890, there were nine classes and 165 children ; 1891, twelve classes, 244 children. At Huron street, in 1890, there were seven classes, 112 pupils ; in 1891, five classes, 75 pupils. At Wentworth avenue, 1890, there were six classes, 133 pupils ; in 1891, six classes, sixty-seven pupils. Total number of classes, 1890, twenty-two; i2 1891, twenty-three; pupils, 1890, 410; 1891, 386. In addition to the children is the class of young women which numbered sixteen, making a total of 40n pupils. The receipts for the year ending May 15, 1891, were $5,063; the disbursements, $4,897. The officers are: President, Mrs. Henry Ives Cobb, 390 Ontario street; first vice-president, Mrs. J. R. Owen, 1902 Michigan avenue; second vice-president, Mrs. Victor F. Lawson, 317 La Salle avenue; third vice-president, Mrs. H. H. Porter, 311 Erie street; recording secretary. Mrs. C. G. Carleton, 378 Erie street; corresponding secretary, Miss E. W, Towner, 113 Cass street; treasurer, Mrs. P. D. Johnston, 11 Scott street.

Chicago Manual Training School.—Located at Michigan ave. and Twelfth st. Take State st. cable line. Founded by the Commercial Club of Chicago, and its history dates from the regular monthly meeting of that club held, March 25, 1882, at which time the necessary funds were subscribed, and a committee appointed to propose a plan for the organization of the school. The Chicago Manual Training Association was incorporated under the laws of the State of Illinois, April 19, 1883, and the control of the school was vested in a Board of Trustees, nine in number, elected by the Association. The lot on which the building stands was purchased March 28, 1883; the corner-stone was laid with appropriate ceremonies September 24, 1883, and the regular school exercises began February 4, 1884. The Junior class, only, was organized at that time, and consisted of seventy-two pupils, all that could be accommodated. The dedicatory exercises were held June 19, 1884. The Middle class was organized September 1, 1884; the Senior class September 7, 1885. The first class was graduated June 24, 1886. In September, 1886, the capacity of the school was increased, and a Junior class numbering ninety-six was admitted. The object of the school is clearly stated in the Articles of Incorporation, as follows: "Instruction and practice in the use of tools, with suc- instruction as may be deemed necessary in mathematics, drawing and English branches of a high school course. The tool instruction as at present contemplated shall include carpentry, wood-turning, pattern-making, iron chipping and filing, forge work, brazing and soldering, the use of machine shop tools, and such other instruction of a similar character as may be deemed advisable to add to the foregoing from time to time, it being the intention to divide the working hours of the students, as nearly as possible, equally between manual and mental exercises. The Board of Trustees consists of E. W. Blatchford, president; John M. Clark, vice-president; Marshall Field, treasurer; William M. Fuller, secretary; John W. Doane, Christopher Hotz, Edson Keith, H. H. Porter, George M. Pullman. The teachers are: Henry H. Belfield, Ph. D., director; William R. Wickes, Harlow W. Eaton, physics and history; Charles E. Boynton, chemistry and physiology; Honta Smalley, Latin; Earl B. Ferson, drawing; Frederick Newton Williams, drawing; G. Willis Ritchey, woodwork; J. W. Raymond, Jr., foundry and forge; S. J. Townsend, algebra; C. E. Depuy, machinist; Miss Clara E. Beefield, French teacher and secretary.

JUNIOR YEAR—1. *Mathematics*—Algebra; Geometry. 2. *Science*—Physiology. 3. *Language*—English Language and Literature; or Latin. 4. *Drawing*—Freehand Model and Object; Projection; Machine; Perspective. 5. *Shopwork*—Carpentry, Joinery, Wood-Turning, Pattern-Making. Proper Care and Use of Tools.

MIDDLE YEAR—1. *Mathematics*—Geometry; Plane Trigonometry. 2. *Science*—Physics. 3. *Language*—General History and English Literature, or Latin. 4. *Drawing*—Orthographic Projection and Shadows; Line and Brush Shading; Isometric Projection and Shadows; Details of Machinery; Machines from Measurement. 5. *Shopwork*—Molding, Casting; Forging, Welding, Tempering; Soldering, Brazing.

SENIOR YEAR—1. *Mathematics*—Mechanics; Book-keeping. 2. *Science*—Chemistry and Physical Geography, or Descriptive Geometry and Higher Algebra. 3. *Language, Etc.*—English Literature, Civil Government, Political Economy, or Latin or French. 4. *Drawing*—Machines from Measurement; Building from Measurement; Architectural Perspective. 5. *Machine Shopwork*—Chipping, Filing, Fitting, Turning, Drilling, Planing, Etc. Study of Machinery; Management and care of Steam Engines and Boilers.

Candidates for admission to the Junior year must be at least fourteen years of age, and must pass a satisfactory examination in Reading, Spelling, Writing, Geography, English Composition, Arithmetic, and History of the United States. Boys who have completed a grammar school course should have no difficulty in passing the examination for admission. A certificate of the completion of the first year's course in a reputable high school is accepted in lieu of examination. No boy will be admitted without a certificate of good moral character from some responsible person; and no pupil will be retained who is an impediment to the progress, or an injury to the morals, of his classmates. The school year is divided into two terms of twenty weeks each, and begins on the First Monday of September. Tuition, payable by the term, is as follows:

JUNIOR YEAR,	per term, $40.00.	Per year, $ 80.00
MIDDLE YEAR,	" 50.00.	" 100.00
SENIOR YEAR,	" 60.00.	" 120.00

To secure or retain a seat, tuition must be paid, or arrangements satisfactory to the Director made, not later than the first week of each term. A deposit of $5 is made by every pupil as an offset against possible damage to tools, apparatus, etc. This deposit is returned, less assessments, if any, when the pupil leaves school. Pupils furnish their own books, drawing instruments and material, aprons, overalls and pocket tools. Shop tools and material are provided by the school. The school does not furnish board or lodging, which may be obtained in the city or suburbs for $5 to $6 per week. The Director will assist non-resident pupils in obtaining homes. The cost of books is, for Junior Year, about $5; for Middle and Senior Years, about $6 each. Drawing material and drawing instruments cost about $15 for the Junior Year; about $5 for Middle and Senior Years, each. The founders of the school desire that its advantages may be enjoyed by boys who, by reason of age, scholarship, mechanical aptitude and good moral character, are fitted to enter the school, but who, from lack of means, hesitate to apply for admission. Provision has been made for the payment of the tuition of a limited number of such deserving boys, whose parents are invited to consult with the Director. School hours are from 9 A. M. to 3:30 P. M., with intermission of thirty minutes from 1 o'clock. A warm lunch is provided at reasonable rates for those who desire it.

Chicago Theological Seminary, situated on Union Park and Ashland boulevard, in the West Division of the city.

The Chicago Theological Seminary was organized on the twenty-seventh of September, 1854, by delegates from the Congregational churches in Michigan, Indiana, Illinois, Iowa, Wisconsin and Missouri, was incorporated by the State of Illinois on the fifteenth of February, 1855, and began its work on the sixth of October, 1858. It has been from the first under the control of the churches of the Northwest, which, through the Triennial Convention, elect the directors. In this manner the Seminary is kept in close relation with the churches of its constituency. The Special Course, designed for men who have not had a classical training, but who have gifts justifying them in preparing for the ministry, was authorized by the original convention, and a professor was appointed for it in 1869. The Foreign Departments, established to meet manifest and growing needs, were opened as follows: the German in 1882, the Dano-Norwegian in 1884 and the Swedish in 1885. The German Department is in close connection with the German Seminary at Crete, Neb., and receives students from it year by year. The Swedish Department has the approval of many of the Swedish churches in this country, both among those which are independent and those which belong to the "Forbundet." The Dano-Norwegian Department has no ecclesiastical connections. It originated in the suggestion of a banker in Chicago, a Norwegian by birth, who has rendered it pecuniary aid.

THE FACULTY.—Rev. Franklin Woodbury Fisk, D.D., LL. D., president, and Wisconsin professor of sacred rhetoric, residence, 532 West Adams street; Rev. George Nye Boardman, D. D., LL. D., Illinois professor of systematic theology, residence, 641 Washington boulevard; Rev. Samuel Ives Curtiss, Ph. D., D. D., New England professor of Old Testament literature and interpretation and librarian, residence, 395 West Monroe street; Rev. Giles Buckingham Willcox, D. D., stone professor of pastoral theology and special studies, residence, 512 Washington boulevard; Rev. Hugh Macdonald Scott, D. D., Sweetser and Michigan professor of ecclesiastical history, residence, 520 West Adams street; Rev. George Holley Gilbert, Ph. D., Iowa professor of New Testament literature and interpretation, residence, 536 Washington boulevard; Joseph Rix Jones Anthony, instructor in elocution on the J. W. Scoville endowment, address 81 Ashland boulevard; Rev. Edward Thomson Harper, Ph. D., instructor in the department of Old Testament literature and interpretation, residence 465 Washington boulevard; Rev. Caleb Frank Gates, instructor in the use of the English Bible and methods of Christian work, residence 465 Washington boulevard; Rev. John Edward Hermann, Ph. D., instructor in the German department, study, 45 Waeren avenue; Rev. Reinert August Jernberg, B. A., B. D., instructor in the Dano-Norwegian department, residence 734 Washington boulevard; Rev. Otto Christopher Grauer, instructor in the Dano-Norwegian department, residence 478 North Robey street; Rev. Fridolf Risberg, S. M. C., instructor in the Swedish department, residence, 26 Ogden avenue; Rev. Magnus Egidius Peterson, instructor in the Swedish department, residence, 50 Walnut street; Rev. Marcus Whitman Montgomery, B. D., instructor in English in the Scandinavian departments, residence, 62 Park avenue; Rev. Charles Truman Wyckoff, B. D., instructor in sacred music.

DORMITORY BUILDINGS.—Fisk Hall, erected in 1889–90, was opened for occupancy in 1891. On the first floor are four large lecture rooms, professors' studies, rooms for the president, secretary, and treasurer, a reception room and a parlor. In the basement are bath-rooms, and in the fifth story is a gymnasium. The second, third and fourth floors contain ninety-seven suites of rooms for students, viz.: thirty-seven suites consisting each of a study and two bedrooms for two students, and sixty consisting each of a study and a bedroom for one student,—in all providing accommodations for 134 students. These suites of rooms, finished in hardwood, are furnished throughout in a uniform manner, with new, substantial and abundant furniture, including bedclothes and towels, and everything needed to render them comfortable and pleasant. These rooms, as also the other parts of the building, are heated by hot water and lighted by gas, This building is occupied by students of the Regular and English courses.

Keyes Hall contains, in addition to three lecture rooms, nineteen suits of rooms providing accommodations for thirty-eight students.

Carpenter Hall, besides Carpenter Chapel, and two lecture rooms, contains nineteen suites of rooms for thirty-eight students. The rooms of these two buildings are furnished throughout with all needed furniture.

The Hammond Library contains 11,000 volumes, and is increased by the addition of all valuable theological works as they appear.

The library contains some rare and valuable special collections—one on Egyptology, the gift of Rev. E. M. Williams, and one on the Rise of Congregationalism, the gift of the Rev. F. W. Gunsaulus, D. D. The students have easy access also to the large public libraries of Chicago. The reading-room is supplied with the leading American and European reviews and religious papers. It is open daily from 8 A. M. to 9 P. M.

directors, of which the officers are: President, E. W. Blatchford; vice-president, C. F. Gates; secretary, Rev. G. S. F. Savage.

THE FACULTY, ETC.—The following is the faculty: Rev. Franklin Woodbury Fisk, D. D., LL. D., president and Wisconsin professor of sacred rhetoric. Rev. George Nye Boardman, D. D., LL. D., Illinois professor of systematic theology. Rev. Samuel Ives Curtiss, Ph. D., D. D., New England professor of Old Testament literature and interpretation and librarian Rev. Giles Buckingham Wilcox, D. D., Stone professor of pastoral theology and special studies. Rev. Hugh Macdonald Scott, D. D., Sweetser and Michigan professor of ecclesiastical history. Rev. George Holley Gilbert, Ph. D., Iowa professor of New Testament literature and interpretation. Rev. Gustav Adolph Zimmermann, Ph. D., instructor in the German department. Rev. Peter Christian Trandberg, instructor in the Dano-Norwegian department. Rev. Fridolf Risberg, S. M. C., instructor in the Swedish department. Rev. David Nyvall, M. Ph. C., instructor in the Swedish department. J. R. J. Anthony, instructor in elocution on the J. W. Scoville endowment. Rev. Reinert August Jernberg, B. A., B. D., instructor in English in the Scandinavian departments. In addition to its other advantages the seminary has a library containing 9,400 volumes, furnishing adequate reference material for students The library is open eight hours each day, and the reading room attached to it is supplied with the leading American and European reviews and religious papers. Recently a handsome dormitory has been added to the seminary. It was formerly opened at the close of 1890. The new building is 125 feet by 150. The front portion is five stories and the rear portion four stories in height. The lower story contains four lecture rooms, parlor, reception room, offices and studies for professors. The upper stories are used entirely for a dormitory, and have accommodations for 134 students. The main building faces Ashland ave., and there is a wing on Warren ave. and one in the rear. The total cost of the building was $110,000.

De La Salle Institute.—Opened for the reception of pupils September 7, 1891; located northeast corner Wabash ave. and Thirty-fifth st. In charge of the Roman Catholic Order of Christian Brothers. Pupils of all creeds are admitted. The ground plan of the building is quadrangular in outline and has a total frontage of 259 feet. The building is constructed of pressed brick, with Portland stone facing. The entrance is on Wabash ave. The ground floor is apportioned into play-rooms and halls for gymnastic exercises. The first, second and third floors are devoted to recitation halls, class-rooms and the like.

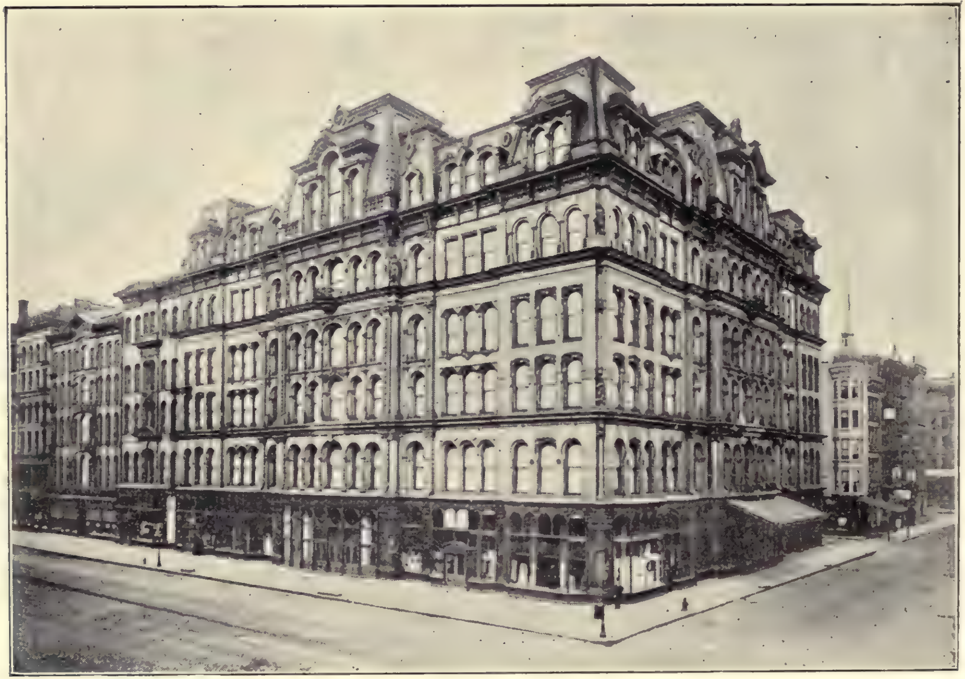
The curriculum of studies comprises commercial, scientific and classical courses, with all the branches that usually belong to these departments in the best American high schools. It includes religious instruction, arithmetic, reading and elocution, penmanship, composition and grammar, English literature, rhetoric, history and geography, mensuration, natural philosophy, algebra, geometry, trigonometry, surveying and navigation, book-keeping, telegraphy, stenography, type-writing, commercial law, commercial correspondence, Latin, Greek, German and French.

Brother Adjutor and twelve associates opened their first school in this city in 1878 at St. Patrick's Church, on Desplaines street. The remarkable success of that institution and the success with which its graduates met in their battle through life was highly gratifying to the Christian Brothers. In 1888 Brother Adjutor conceived the idea of erecting a magnificent building. He made known his desires, and many leading citizens, some of whom were adherents of a different faith than his, came to his assistance with contributions. The corner-stone was laid with appropriate ceremonies by Archbishop Feehan on Sunday, May 19, 1889. Father Dorney delivered the address. A bazaar held at the institution in the latter part of May, 1891, netted a large sum, which was applied to the cost of the building.

Hyde Park Conservatory.—A high-class musical and dramatic art school; location Fifty-third street and Lake avenue (Hyde Park). The courses of study generally followed in first-class conservatories are observed here. Instruction on all modern musical instruments is given, as well as in elocution and stage business. Geo. W. Kelsey, director.

Illinois Military Academy.—Located at Morgan Park, a suburb of the city, situated on the Chicago, Rock Island & Pacific railroad, thirteen miles from the City Hall. Take train at Van Buren Street depot, Van Buren and Sherman streets. A boarding-school for young men, conducted on the West Point plan. The students are known as cadets and are uniformed. The course of instruction is thorough, and at the same time the physical powers are developed by the exercises and drills for which the Academy is noted. Though it is a boarding-school, residents of the town can enjoy all its advantages and still have their sons board at home. The school building cost $40,000 and is situated on the hill and surrounded by a drill-ground of fifteen acres.

Josephinum, The.—Situated at Oakley avenue and Thompson street, in the northwestern section of the city. The institution is under the pastoral supervision of Father Thiele, of St. Aloysius Church, and under the immediate charge of Sister Superior Edward and the Sisters of Christian Charity, and is for the instruction of young women. The course of study admits of the ordinary academic branches, together with a thorough course in practical



[Engraved for The Standard Guide Company.]

MARSHALL FIELD & CO.'S RETAIL HOUSE, STATE AND WASHINGTON STS.

[See "Guide."]

housekeeping. The latter course is a new venture in the field of instruction and will be the principal feature of the school. Those attending will not only receive a thorough intellectual and Christian training, but they will also master the culinary science. The Josephinum is a beautiful structure and is surrounded by a broad expanse of prairie. The building and grounds cost $100,000. There are accommodations for about seventy-five boarders and two hundred day pupils.

Kenwood Institute for Young Ladies.—Located at "Kenwood." Take Illinois Central train, foot of Randolph or Van Buren sts., or Cottage Grove ave. cable cars. The Institute is located on Lake ave. and Fiftieth st., and is in charge of Mrs. Helen E. Starrett, an accomplished woman and a writer of some celebrity. It was founded by Mrs. Kennicott, wife of Dr. Kennicott, in 1866, and has been a fashionable boarding-school for young ladies for several years. [See "Kenwood."]

Lake Forest University.—Located at Lake Forest, a suburb of Chicago, situated on the Milwaukee division of the Chicago & North-Western railway, twenty-eight miles from the city, on the north shore of Lake Michigan. Take train at Wells Street depot, Wells and Kinzie sts., North Side. In 1853 several prominent presbyterians of Chicago, feeling the need of an institution where young men might be trained for the ministry, decided upon the establishment of a college. There was nothing of the kind nearer than Lane Seminary at Cincinnati, and the want seemed to be an imperative one. The scheme was carried through by the Rev. R. W. Patterson, D. D., and Charles H. Quinlan, M. D., both residing at present at Evanston. A committee to look for a site had their attention directed to the present location by the Rev. Ira M. Weed, of Waukegan, who had been attracted by the beautiful situation in a noble forest, 150 feet above Lake Michigan, intersected by deep ravines.

An association, known as the Lake Forest Association, was formed in 1856, $50,000 was subscribed, and 1,300 acres of land was purchased. Half of this, in alternate lots, was in 1859 deeded to the University which had been chartered by the Legislature, February 13, 1857. An Academy was begun in the winter of 1858, and continues to day in a flourishing condition. In 1869 Ferry Hall Seminary for young ladies was opened, and in 1876 the college began with its first class.

The Academy is one of the finest classical schools in the West, and its graduates are fitted for Harvard and Yale as well as for the home college. Its courses, classical and scientific, cover four years. The Ferry Hall Seminary, in a building, which with its thorough equipment, has cost $115,000, furnishes an education for young women who do not care to attend college, graduating them as Bachelor of Letters at a point of attainment where if desired they can enter a sophomore class. Especial attention is given to physical culture. A gymnasium has been fitted up with every variety of mechanical appliances for physical training. A competent instructor is in charge and all are required to take gymnastic exercise. In short, at Ferry Hall the pupils can have all the advantages of a home and of a first-class seminary.

It was not till 1878 that the college entered upon its era of prosperity. Then the college hall was built at a cost of $30,000, and the college opened with a faculty of seven and fifty students. In 1886 Dr. Roberts was called to the presidency, and it is through his management that the college is coming to be recognized at home and abroad. Among other things he has raised $700,000 for the college and has caused new blood to be infused into the faculty as well as into the board of trustees. During his presidency, also, the University has become a reality. Rush Medical College becoming a department in 1887, the Chicago College of Dental Surgery in 1890, and the Chicago College of Law in 1889, so that to-day the associate schools number 1,500 students. In 1891 the finest gymnasium in the West was put up at a cost of $30,000, and its fine equipment makes it one of the most attractive features of the University. Nearly completed is the Durand Art Building, a handsome structure of red sandstone, three stories high. The cost has been $60,000 given by Mr. and Mrs. H. C. Durand, of Lake Forest. This building will contain an art gallery, a biological laboratory, and the college auditorium to seat 600.

The University has in use to-day for school purposes twelve buildings at Lake Forest, valued at $310,000, on 65 acres of inalienable parks worth $85,000. It owns in addition forty acres of salable town lots worth $25,000. The interest-bearing endowment funds amount to $600,000, in addition to which there is $65,000 in scholarship funds.

The College faculty number fifteen, that of the Academy seven and that of Ferry Hall fifteen. There are 113 students in the college, and 267 in the other two schools.

Lewis Institute.—The late Allen C. Lewis left a bequest in the nature of a fund to be used in the establishment of a technical school of the highest order. The buildings of the Institute are to be erected on the property at Van Buren and Morgan streets, West Side. The property is 165x201 feet, the longer frontage being on Van Buren street. Title goes from O. W. Barrett to James Adsit, Hugh A. White, and Henry F. Lewis, trustees of the Lewis estate. The consideration is about $100,000. The fund now amounts to more than $1,000,000, to be expended, if Mr. Lewis' wishes are followed, about as follows: Two hundred and fifty thousand for land and buildings, $50,000 for books and apparatus, and $500,000 for a sustaining fund. Now that the fund has swollen to greater proportions by one-third than Mr. Lewis had anticipated, the project is in even better shape than he thought it would be at the time fixed by him. This was 1885, as Mr. Lewis directed that the fund should be allowed to increase until that date, or until it reached $800,000. While no plans have yet been drawn it is known that the building, to be a structure of few stories, will cover all the ground. The Institute will be patterned in a general way after the Girard College, or the Massachusetts Institute of Technology. As Mr. Lewis wished the Institute to include reading-rooms, courses of lectures, and day and night schools for young men and women, these features will undoubtedly be incorporated in the project.

McCormick Theological Seminary.—Located on North Halsted street, between Belden and Fullerton avenues, North Side; take Lincoln avenue cars, North Side cable line. This widely known and successful school of sacred learning, organized by the Presbyterian Church for the distinct purpose of training young men to preach the Gospel, was permanently established at Chicago in the year 1859, in consideration mainly of a donation of one hundred thousand dollars, made to the General Assembly of that year by the late Cyrus H. McCormick, on condition of Chicago's being chosen as the location. Prior to this date, however, the institution had passed through an important history connecting it with two other localities and extending as far back as the year 1830. It was first organized at Hanover, Indiana, in 1830, as a department of the Hanover College, where it was taught for ten years, under the instruction of Rev. John Matthews, D. D., and others, during which time forty-five students were educated for the ministry. In 1840 this Theological Department was removed by the Synods in charge of it, and re-established as a separate theological seminary at New Albany, Indiana, with the title of the "New Albany Theological Seminary," and at this place it continued for seventeen years, under the instruction of Dr. Matthews and Dr. James Wood till the death of the former, and then under Drs. MacMaster, Stewart, Thomas and Lindsley. During this second period 147 students were educated. In 1859, by the concurrent action of its Board of Directors, and of the seven Northwestern Synods then controlling the seminary at New Albany, the school was transferred to the General Assembly of the whole Church. The Assembly having received Mr. McCormick's offer, fixed upon Chicago as the most fitting place for the "Seminary of the Northwest," and at once appointed a new Board of Directors and a new faculty to open the school at Chicago, under that wider designation. The professors, appointed by the Assembly, Drs. N. L. Rice, Willis Lord, L. J. Halsey and W. M. Scott, were inaugurated in October, 1859, and with fifteen students in attendance, this much traveled institution entered upon its third and now more hopeful term of service. About the time of this opening the broad and beautiful grounds on which the seminary buildings now stand were donated to the institution by four public-spirited citizens of Chicago—twenty acres by Messrs. William B. Ogden and Joseph E. Sheffield, and five acres by Messrs. William Sill and Michael Diversey. At the date of the gift, this ground was valued at one thousand dollars per acre. Now it is probably worth fifteen or twenty times as much. The first building on the grounds, now known as the "Ewing Hall," was erected in 1863, and contains thirty-five rooms for students, a reading room and a refectory. The second building was erected in 1875, containing chapel, library and two lecture rooms. The third, McCormick Hall, was erected in 1884, containing fifty-one suites of rooms for students, a parlor and a faculty office. The fourth public building, Fowler Hall, was erected in 1887, and contains sixty-one suites of rooms for students, and two lecture rooms. Besides these, five houses for professors have been erected since 1882.

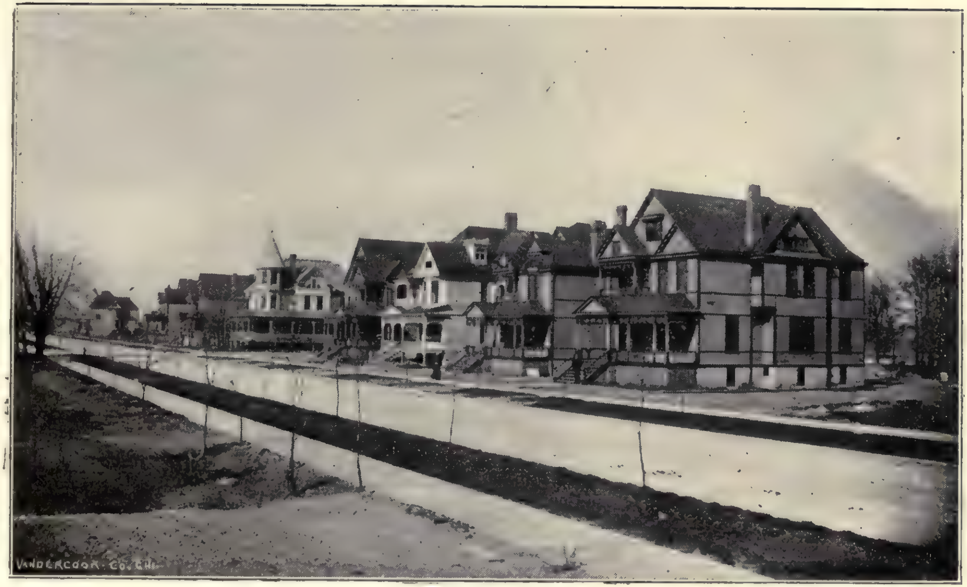
BUILDINGS.—This fine group of educational buildings, all of brick and stone, and all artistically arranged on a spacious campus of grass plots, trees and graveled walks, constitutes an attractive feature to the eye of the visitor, and makes the seminary an ornament to the city. Both in its outward adornments and in the completeness of all its internal arrangements, this seminary is probably not excelled by any similar institution in our country. These four public edifices, including the five residences of the professors, represent an outlay of $315,000, of which $285,000 were contributed by Mr. Cyrus H. McCormick and his family. But in addition to this large outlay on buildings, Mr. McCormick, prior to his death, which occurred in 1884, had also, in addition to his original gift, contributed to the endowment funds of the seminary the sum of seventy-five thousand dollars. And after his death, his son, Cyrus H. McCormick, Jr., and Mrs. McCormick followed up these great gifts, in 1885, with the further munificent donation of one hundred thousand dollars. In consideration of a liberality so long continued and so unusual, the Board of Directors and the Board of Trustees of the Seminary took concurrent action in 1886, asking the General Assembly to so amend the constitution of the Seminary as to change the name of the institution from its old title of "Theological Seminary of the Northwest" to that of "The McCormick Theological Seminary of the Presbyterian Church." This measure, adopted by a unanimous vote in the two Seminary Boards, was also adopted in the General Assembly of 1886 by a vote almost unanimous.

LIBRARY.—The library of the Seminary contains about 10,000 volumes, mostly of standard theological works. With the ample accommodations in the way of buildings and the increased facilities for study secured during the last five or six years, the number of students in attendance has had a large and steady increase. From less than fifty, the roll of the three classes has gone up with each year until it reaches one hundred and ninety-six, the number now in the institution. The present faculty consists of eight instuctors, all of whom except one have been inducted into their chairs since 1880; and the large increase of students is no doubt largely due to the new life and vigor which they have infused into their work. The present teaching force of the institution is as follows:

FACULTY.—Rev. LeRoy J. Halsey, D. D., LL.D., Professor Emeritus of Church Government and the Sacraments; Rev. Willis G. Craig, D.D., LL. D., Cyrus H. McCormick, Professor of Didactic and Polemic Theology; Rev. David C. Marquis, D. D., Professor of New Testament Literature and Exegesis; Rev. Herrick Johnson, D. D., LL.D., Professor of Sacred Rhetoric and Pastoral Theology; ———— Professor of Old Testament Literature and Exegesis; Rev. John DeWitt, D. D., LL.D., Professor of Apologetics and Missions; Rev. Andrew C. Zenos, D. D., Professor of Biblical and Ecclesiastical History; Rev. Augustus S. Carrier, Adjunct Professor of Biblical Philology.

TUITION CHARGES.—This Seminary charges students no fee whatever—tuition, use of Library and of furnished rooms being entirely free. Convenient day board may be obtained at from $3.00 to $3.50 per week. Washing 60 cents per dozen. The charge to each student for steam heat is $12.00, and for gas $4.00. Deserving students, whose circumstances require it, receive aid to a limited extent from the scholarships of the Seminary and from special funds contributed for this purpose. Students needing aid should apply first to the Board of Education through their Presbyteries. If the Board's Scholarship should prove insufficient an additional sum will be granted from the scholarship funds of the Seminary. But the aggregate amount received from both sources shall not exceed $200.00. The session for study is seven months. This leaves a continuous vacation of five months, during which period, students have no difficulty in finding useful and remunerative employment in Mission work. Stated preaching, during the term, is forbidden by the rules of the Faculty, and occasional preaching must not interfere with required Seminary work.

STUDENTS ADMITTED.—This institution is open to students of all denominations of Christians. Its object is the thorough training of young men for the ministry of the Gospel. The requisites of admission are a consistent Christian profession in connection with some Evangelical Church, and a regular course of collegiate study. Where a full collegiate course has not been


VANDERCOOK-CO. CHI.

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SUBURB OF AUBURN PARK—WRIGHT, NORTH FROM 77TH ST.

[See "Outlying Chicago."]

pursued, a special recommendation is required from the Presbytery. Each student should bring a letter of church standing from his Pastor or Session, and also his College Diploma or other testimonial of scholarship. When students come from other Theological Seminaries, they must bring evidence of an honorable dismission. Testimonials should be furnished on applying for admission.

Morgan Park Female Seminary.—Located at Morgan Park, a suburb of Chicago, situated on the Chicago, Rock Island & Pacific railroad, thirteen miles from the Court-house. Take train at Van Buren Street depot, Van Buren and Sherman sts. This institution was formerly known as the Chicago Female Seminary. It is located opposite the Illinois Military Academy in a natural grove, and cost $30,000. Dr. Gilbert Thayer, its president, has so looked after the welfare of those committed to his charge that each year the institution has grown and improved till it now ranks with the best in the country. Besides pupils from Cook county and Illinois, there are numbers from other States.

Morgan Park Theological Seminary.—Located at Morgan Park, a suburb of Chicago, on the line of the Chicago, Rock Island & Pacific railroad, thirteen miles from the city. Take train at Van Buren Street depot, Van Buren and Sherman sts. The Baptist Theological Union founded the Seminary here in 1877, having been granted a tract of five acres by the citizens. Immediately a $30,000 building was erected. Within the last two years there have been added a spacious library, costing $15,000, and well stocked with a collection of 35,000 volumes. Blake Hall, a beautiful structure, containing the chapel, professors' rooms and recitation rooms, has also lately been added at a cost of $35,000. The seminary is benevolent in its character and the largest institution of its kind in the United States. The course of study is three years, which is free to the students. All it costs them is living expenses, which by system is reduced to minimum. The course of study is most thorough, and the college offers unexcelled facilities for research into biblical literature, church history, homiletics and systematic theology. The graduates of Morgan Park Theological Seminary are to-day filling many of the best pulpits in the land. It has a Dano-Norwegian department and a Swedish department, and now many of the regular students are from foreign countries. The faculty contains such names as George W. Northrup, D. D., LL. D., president; James R. Boise, D. D., LL. D.; B. Hulburt, D. D. The latter was a short time ago offered the presidency of Colgate University, formerly Madison University, of Hamilton, N. Y., but refused, that he might continue his life-work begun at Morgan Park. [See University of Chicago.]

Northwestern Oratorical League.—The leading universities of the Northwest have combined to form the Northwestern Oratorical League, providing for an annual contest, to be held at each college in rotation the first Friday in May. These colleges are the Northwestern University, of Evanston; Michigan University, of Ann Arbor; Oberlin, Ohio; and Wisconsin State University, of Madison, Wis. An executive committee, consisting of president, secretary and treasurer of the league has charge of the business details. They also are empowered to select the six judges of contest, three of whom grade composition and thoughts, and three judge the delivery. In addition to specifying an impartial selection of judges, each college association may remove two on protest. The prizes are of $100 and $50 each.

The method of selecting contestants is left to the decision of each college association. At Northwestern the contestants will probably be selected from the junior and senior classes by a series of preliminary contests.

Northwestern University.—An institution under the control of the Methodist Episcopal church, but entirely unsectarian in its government and administration, was chartered January 28, 1851. The seat of the college of liberal arts, the academic department, and the college of music, oratory and theology is at Evanston, a village of 10,000 inhabitants, twelve miles north of Chicago, on the shore of Lake Michigan. Take Northwestern train (Milwaukee division) at Wells Street depot, Wells and Kinzie sts., or Chicago, Milwaukee & St Paul train (Evanston division) at Union depot, Adams and Canal sts. Trains run at brief intervals through the day. Excursion tickets 60 cents. Visitors may in the course of a morning or afternoon make a trip to Evanston, giving abundant opportunity for an inspection of the grounds and buildings of the University. The most noteworthy of the buildings of the Evanston departments of the University are the following: University Hall, Science Hall, the Gymnasium, Heck Hall, Memorial Hall, the new Dormitory, the Swedish Seminary, the Dearborn Observatory. These buildings are all on the campus of the University. A short distance west of the campus are the following buildings: Woman's College, College cottage, and the Norwegian-Danish Theological Seminary. The colleges of medicine, law, pharmacy, and dentistry are located in Chicago, in proximity to the hospitals and the courts of law. The first president of the University was Rev. Dr. Clark T. Hinman. The complete list of presidents up to date is as follows: 1853–1856, Rev. C. T. Hinman, D. D.; 1856–1860, Rev. R. S. Foster, D. D., now Bishop Foster; 1869–1872, Rev. E. O. Haven, D. D.; 1872–1881, Rev. C. H. Fowler, D. D., now Bishop Fowler; 1881–1890, Rev. Joseph Cummings D. D.; Henry Wade Rogers, LL. D., the present incumbent, was elected to the presidency in the summer of 1890.

COLLEGE OF LIBERAL ARTS.—The College of Liberal Arts is the center of the entire University system. This department, located at Evanston, offers courses of study leading to the following degrees: A. B. Ph. B., B. S., B. L. The requirements to admission to these courses are as follows:

REQUIREMENTS FOR ADMISSION: Candidates for admission must be at least sixteen years of age, and must present satisfactory evidence of good moral character.

ADMISSION OF CANDIDATES FOR A DEGREE: A student desiring to become a candidate for a degree, unless admitted by a certificate from an accredited school, must pass examination in some one of the groups of subjects described below.

FOR THE DEGREE OF BACHELOR OF ARTS: Candidates for admission will be examined in the following subjects:

1. English Language, Grammar, Elementary Rhetoric.
2. English Literature.—The examination in 1892 will be in the following works: Shakespeare's Julius Cæsar, Scott's Ivanhoe, Hawthorne's House of the Seven Gables and Longfellow's Evangeline. Those who do not bring satisfactory certificates will be asked to write an essay on any one of the above works. The essay must show familiarity with the plot, incidents and characters of the work, and be correct in spelling and expression.

For 1893: Shakpeare's Julius Cæsar and Twelfth Night, Scott's Marmion, Longfellow's Courtship of Miles Standish, the Sir Roger de Coverly Papers in the Spectator, Macaulay's second Essay on the Earl of Chatham, Emerson's American Scholar, Irving's Sketch Book, Scott's Ivanhoe and

Dickens' David Copperfield. For 1894: Shakespeare's Julius Cæsar and Merchant of Venice, Scott's Lady of the Lake, Matthew Arnold's Sohrab and Rustrun, the Sir Roger de Coverly Papers in the Spectator, Macaulay's second Essay on the Earl of Chatham, Emerson's American Scholar, Irving's Sketch Book, Scott's Abbott, Dickens' David Copperfield.

3. *History*—Smith's Smaller History of Greece; Smith's Smaller History of Rome; Johnston's History of the United States.

4. *Geography*—Political Geography, Ancient and Modern; and Houston's Physical Geography.

5. *Physics*—First five chapters of Avery's Elements of Natural Philosophy.

6. *Human Anatomy and Physiology*—Martin's Human Body (Briefer Course.

7. *Mathematics*—Arithmetic: Loomis's or Wells's College Algebra, through Radicals and Quadratics; Plane Geometry.

8. *Latin*—Grammar (including Prosody); Cæsar's Commentaries, four books; Cicero, six orations; Vergil, Bucolics, and six books of the Æneid; the translation, at sight, of passages from Cæsar or Cicero; Jones's Latin Composition, or an equivalent.

9. Greek—Grammar; Xenophon's Anabasis, three books; Homer's Iliad; three books; Jones's Greek Composition.

For the Degree of Bachelor of Philosophy. Candidates for admission will be examined in the following subjects:

1. English Language—Grammar; Elementary Rhetoric.

2. English Literature. The same requirements as candidates for the degree of Bachelor of Arts.

3. History—History of Greece; History of Rome; Johnson's History of the United States.

4. Geography—Political Geography, Ancient and Modern; and Houston's Physical Geography.

5. Physics—First five chapters of Avery's Elements of Natural Philosophy.

6. Human Anatomy and Physiology—Martin's Human Body (Briefer Course).

7. Mathematics—Arithmetic, Loomis's or Well's College Algebra, through Radicals and Quadratics; Plane Geometry.

8. Latin—Grammar (including Prosody): Cæsar's Commentaries, four books; Cicero, six orations; Vergil, Bucolics, and six books of the Æneid; the translation, at sight, of passages from Cæsar or Cicero; Jones' Latin Composition.

9. German or French. German—Joynes-Meissner's Grammar, part I.; Joynes' Reader; von Hillern's Hoher als die Kirche; Uhland's Ballads. French—Edgren's Grammar; Super's Reader; Daudet's Coutes Choisis, Halevy's L'Abbe Constantin, or equivalent.

For the Degree of Bachelor of Science. Candidates for admission will be examined in the following subjects:

1. English Language—Grammar; Elementary Rhetoric.

2. English Literature. The same requirement as for candidates for the degree of Bachelor of Arts.

3. History—Johnston's History of the United States.

4. Geography—The applicant must be prepared in Physical Geography, and be able to draw an outline map of any country or state, and locate therein the principal towns, rivers. and mountains.

5. Physics—Avery's Elements of Natural Philosophy entire.

6. Human Anatomy and Physiology—Martin's Human Body (Briefer Course.)

7. Zoology—Packard's Elements of Zoology.

8. Botany—Gray's Lessons, and the ability to analyze common flowering plants; an Herbarium of fifty species.

9. Mathematics — Arithmetic (familiarity with the metric system of weights and measures required); Loomis's or Well's College Algebra, through Radicals and Quadratics; Plane Geometry.

10. Astronomy—Young's Elements.

11. Latin—Jones's Latin Lessons, and two books of Cæsar's Commentaries.

12. German—Joynes' Meissner's Grammar, part I, (or equivalent); Joynes' Reader; von Hillern's Hoher als die Kirche; Uhland's Ballads.

13. French—Whitney's French Grammar, and selections of standard prose and poetry not less in quantity than four hundred pages.

14. Drawing—Elements of Free Hand and Geometrical Drawing, such a knowledge of the subject as may be gained by practice under instruction one hour a week through the year. Candidates may offer Chemistry in place of one of the three language requirements, viz.: Latin, French, German. Those availing themselves of this substitution will be expected to complete the full amount of French and German prescribed for the degree. The Chemistry should be equivalent to Remsen's Briefer Course, or Clarke's or Shepard's Elements, and should include laboratory work. As evidence of the latter, the student's original note-book should be presented with the instructor's certificate.

For the Degree of Bachelor of Letters. Candidates for admission will be examined on the following subjects:

1. English Language—Grammar, Elementary Rhetoric.

2. English Literature—The same requirements as for candidates for the degree of Bachelor of Arts.

3. History—History of Greece, History of Rome, Johnston's History of the United States, Montgomery's History of England.

4. Geography—Political (Barnes' Common School) and Houston's Physical Geography.

5. Physics—Avery's Elements of Natural Philosophy, Dynamics, Electricity and Magnetism.

6. Human Anatomy and Physiology—Martin's Human Body (Briefer Course).

7. Botany—Gray's Manual of Botany.

8. Mathematics—Arithmetic; Loomis's or Wells's College Algebra, through Radicals and Quadratics; Plane Geometry.

9. Latin, French or German. Candidates may offer either Latin, French or German. The requirement is supposed to represent the work of two years, and in each language is as follows:

Latin—Jones' Latin Lessons, four books of Cæsar's Commentaries, with Latin Composition based on Cæsar's vocabulary and idioms; two orations of Cicero and two books of Virgil's Æneid, or satisfactory equivalents.

French—First year. Edgren's Grammar; Super's Reader; Daudet's Coutes Choisis; Halevy's L'Abbe Constantin (or equivalents; Grandgent's French Composition, based on Super's Reader.

Second year. Super's Readings from French History; L'Ami Fritz (or equivalent); Lacombe's Petite Histoire du Peuple Francais; Hugo's Hernani or Ruy Blas; Grandgent's French Composition, based on L'Abbe Constantin.

German—First year. Joynes-Meissner's Grammar, Part I. (or equivalent); Joynes' Reader; von Hillern's Höher als die Kirche; Uhland's Ballads.

Second year. Schiller's Ballads, Wilhelm Tell; Lessing's Minna von Bornhelm; Goethe's Egmont; Joynes-Meissner's Grammar, Part III.

10. The elements of one of the following sciences. The requirement in each subject is equivalent to the work of one year, and is as follows:

Botany—Gray's Manual of Botany.

Chemistry—The Chemistry should be equivalent to Remsen's Briefer Course, or Clark's or Shepard's Elements, and should include laboratory work. As evidence of the latter the student's original note-book should be presented with the instructor's certificate.

Zoology—Packard's Elements of Zoology.

SELECTED STUDIES.—Students who do not seek a degree are permitted to attend recitations and lectures under the following conditions:

1. The candidate must first enter the College of Liberal Arts by passing one of the entrance examinations. This rule, however, may be waived by action of the Faculty in rare cases in the interest of students of special ability and maturity.

2. Each Professor will judge of the fitness of applicants to pursue special branches in his department.

3. Unless specially excused, special students will be required to conform to the same rules of order as regular students—such as attendance upon prayers, public worship and rhetorical exercises.

Students who have pursued selected studies with success for at least six terms are entitled to a certificate.

Those who desire to pursue selected studies with the view of ultimately entering the Medical School are recommended to pass the entrance examination for candidates for the degree of Bachelor of Science.

EXAMINATIONS.—The regular days of examination for admission to the College of Liberal Arts are the Monday next before Commencement and the Tuesday next before the opening of the College year. The first regular examination for the year 1892 will be held on June 20th, and the second on September 15th. Candidates may be examined and admitted at other times; they are advised, however, to enter at the beginning of the year. Candidates for admission should be at least sixteen years of age and must present testimonials of good moral character.

Candidates for advanced standing are not admitted later than January of the year in which they expect to graduate. All students from other Colleges must present evidence of honorable dismission, and must give satisfactory proof of preparation; for the classes which they desire to enter.

Candidates for admission are requested to bring from their teachers certificates giving in detail the amount and grade of their preparatory work. Blanks of the desired form will be supplied by the University on application. These certificates will receive due credit in determining the proficiency of the candidate. Graduates of accredited Academies and High Schools who present certificates showing satisfactory standing in studies required for admission to College will be admitted without examination, but such certificates will not be accepted for studies pursued in the College courses.

Near the middle of the first term a special examination is appointed as a test of the preparation of students provisionally admitted. Students who are admitted by certificate are not considered matriculated until they have maintained satisfactory standing in their classes for one term.

COLLEGE OF LIBERAL ARTS.—Faculty: Henry Wade Rogers, LL.D., president; Daniel Bonbright, LL. D., professor of Latin; Oliver Marcy, LL. D., professor of natural history; Julius F. Kellogg, A. M., professor of mathematics; Herbert F. Fisk, D. D., professor of pedagogics; Robert L. Cumnock, A. M., professor of rhetoric and elocution; Robert Baird, A. M., professor of Greek; Charles W. Pearson, A. M., professor of English literature; Robert D. Sheppard, D. D., professor of history and political economy; Abram V. E. Young, Ph. B., professor of chemistry; Charles S. Cook, B. S., professor of Physics; George W. Hough, A. M., professor of Astronomy; James Taft Hatfield, Ph. D., professor of German; Eliakim H. Moore, Ph. D., associate professor of mathematics, Charles B. Atwell, Ph. M., professor of natural history; George A. Coe, Ph. D., acting professor of philosophy; Emily F. Wheeler, acting professor of romance languages; George H. Horswell, Ph. D., assistant professor of Latin and Greek; William E. Smyser, B. A., instructor in English; P. S. Stollhofen, Ph. D., instructor in French and German; John A. Scott, A. B., instructor in Greek; George W. Schmidt, Ph. B., instructor in German; Francis A. Walker, LL. D., lecturer on Finance; Carroll D. Wright, A. M., lecturer on statistics; Albert Shaw, Ph. D., lecturer on government of cities; Edward W. Bemis, Ph. D., lecturer on economics; Franklin H. Giddings, Ph. D., lecturer on sociology.

WOMAN'S COLLEGE.—Northwestern University is a co-educational institution. In 1873 the trustees of the University purchased the grounds, buildings and apparatus of the "Evanston College for Ladies," for the purpose of combining and making available all the special means and advantages of both institutions for the college education of women. Young women are admitted to all the undergraduate departments and to all the professional schools with the single exception of the College of Medicine. The Woman's College, a large brick structure completely equipped, is located on ground of its own, about three minutes' walk from the University campus in Evanston. To accommodate the many young ladies who desire to secure an education at a cost somewhat less than the regular rates, the "College Cottage," a brick building near the Woman's College, has been erected. The young ladies in this building have charge of a large share of the domestic arrangements, and expenses are thereby greatly reduced. Co-education has been found to work successfully at Northwestern, and experience shows the ladies to be in every respect the equals of the young men in college work.

PREPARATORY SCHOOL.—Owing to the lack of good secondary schools the University found it necessary many years ago to establish its own preparatory department. In this school the advanced grade of scholarship which the University seeks to maintain may be begun under the direct supervision of the authorities of the University. The number of students in the preparatory departments has steadily grown until during 1890 there were nearly 700 students in attendance, an increase of 100 per cent. in about four years. The graduates of this department pass, in general, to the Freshman Class of the College of Liberal Arts, but many here complete their preparations for Eastern colleges. The applicant should be at least thirteen years of age, and must have such proficiency as to be able in one term to complete Geography, and in two terms to complete Arithmetic and English

grammar. Faculty: Rev. Herbert F. Fisk, D. D., principal; Rev. Joseph L. Morse, A. M., assistant principal; Charles B. Thwing, A. M., instructor in physics; Ada Townsend, A. B., instructor in Latin; Charles H. Gordon, M. S., instructor in natural history; George W. Schmidt, Ph. B., instructor in German; Henry Benner, M. S., instructor in mathematics; John A. Scott, B. A., instructor in Greek; Charles H. Zimmerman, B. A., instructor in Latin; Effie K. Price, A. B., instructor in English; Louise Pearsons, A. B., instructor in mathematics; Arthur H. Wilde, A. B., B. D., instructor in Latin; John A. Walz, instructor in French; Zuba E. Ferguson, instructor in drawing.

GARRETT BIBLICAL INSTITUTE.—The faculty is as follows: Rev. Henry B. Ridgaway, D. D., LL. D., president; Rev. Miner Raymond, D. D., LL. D.; Rev. Charles F. Bradley, D. D.; Rev. Milton S. Terry, D. D.; Rev. Charles W. Bennett, D. D., LL. D.; Robert L. Cumnock, A. M.; Rev. Charles Horswell, A. M., B. D.; Rev. Nels E. Simonsen, A. M., B. D. The Garrett Biblical Institute, the theological department of the University, has been in operation since 1856. It is open to all young men from any evangelical church who are proper persons to study in preparation for the Christian ministry. It is supported by the income from property in the city of Chicago bequeathed as a perpetual foundation by the late Mrs. Eliza Garrett. It is essential that those who enter this school should have good preparation in previous study. The regular course of study extends through three years and leads to the degree of Bachelor of Divinity. There is a diploma course and an Eclectic English course for those who are not classical graduates of a college. In connection with the theological school there is a Norwegian-Danish department. Rev. Nels E. Simonsen, A. M., B. D., is principal.

SWEDISH THEOLOGICAL SEMINARY.—The Swedish Theological Seminary was established in 1882 and is the only school of its kind under the patronage of the Methodist Episcopal Church. From this school preachers are sent out to nearly every State in the Union. It was called into existence to meet the urgent and increasing demands for educated pastors and missionaries among the Swedish population in the United States. Rev. Albert Ericson, A. M., is president, and Rev. C. G. Wallenius is assistant professor.

SCHOOL OF ORATORY.—The School of Oratory, under the direction of Prof. R. L. Cumnock, A. M., the noted elocutionist, has become widely known and is largely attended. Students from other colleges, while preparing for various oratorical contests, frequently come to Northwestern for special training in this school. A high standard of oratory is maintained at Northwestern, and the prize speaking at commencement brings together a great audience. The College of Oratory offers a two years' course of study and gives to its graduates a certificate of graduation.

CONSERVATORY OF MUSIC.—The Conservatory of Music has for some time been one of the prominent departments of the University. It affords facilities for a thorough and systematical education in the theory and practice of music. Pupils in music are advised to pursue at the same time some studies in one of the literary departments of the University. Four courses of study are offered, each occupying four years. Faculty—Piano, P. C. Lutkin, Allen H. Spencer, Mamie C. Lull, Cornelia Hopkins, Jennie Sanborn; voice culture, J. Harry Wheeler, Edith Gale; organ, P. C. Lutkin, Wm. H. Cutter; theory and composition, P. C. Lutkin; harp, Julia Phelps; violin, Joseph Vilim; guitar and banjo, Geo. H. Bowers; sight-reading and chorus classes, William Smedley.

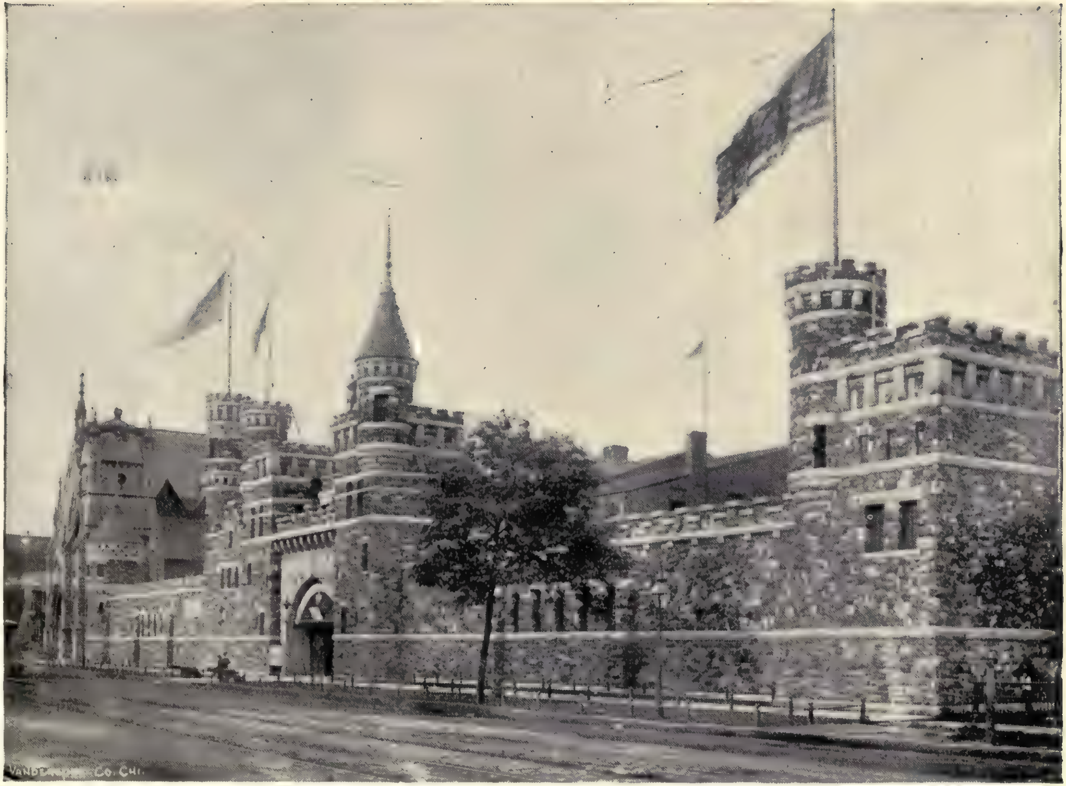
ASTRONOMICAL DEPARTMENT.—The astronomical department of the University is located at Evanston. The new observatory, a stone building eighty-one feet in length by seventy-one feet in breadth, includes a dome for the great equatorial telescope, a meridian circle room, a library and eight additional rooms for other purposes. The great Dearborn telescope, an equatorial refractor, was made by Alvan Clark & Sons, of Cambridge, Mass., in 1861. This insturment was the largest refractor in the world until a few years ago, and now has few superiors. The observatory will be open to visitors on Thursday evening of each week by previous arrangement with the director. Visitors may also be admitted at other times by making special arrangements with the president of the University or the director of the observatory.

The location of the observatory is on the lake shore, about half a mile north of the main buildings of the university. While in this vicinity the visitor should visit the Evanston Water Works and Grosse Point Light House, which are located a little farther to the north. There is a magnificent drive along the lake shore here also, extending north to Fort Sheridan, or a return may be made upon the old Green Bay road, which is met after a circuit around the point, and carries the visitor back on Ridge ave., the finest residence street in Evanston. From Grosse Point may be witnessed the most dangerous roadway on the lake, and the one most frequented by vessels. Dense fogs settle here through the navigation season, and for the protection of shipping the Government has located a fog-horn in the vicinity.

CHICAGO DEPARTMENTS.—The Chicago departments of the University include the Medical School, Law School, School of Pharmacy, and Dental School.

THE MEDICAL SCHOOL.—The Northwestern University Medical School, formerly known as the Chicago Medical College, is located in Chicago, adjoining the Mercy Hospital. The course of study is graded; it extends over three years, and leads to the Degree of Doctor of Medicine. Students who begin their medical studies in this college are required to take three full courses of lectures. Applicants for admission must present diplomas or certificates from recognized colleges, schools of science, academies, high schools, or teachers' certificates of the first or second grade, or sustain an examination in the following subjects: 1. *English*—The writing of a composition, in the form of a letter, of not less than three hundred words, relating to some well known recent event; the subject to be announced at the time of the English examination. 2. *Arithmetic*—Prime and composite numbers, factors, divisors and multiples; proportion; decimals, including percentage; simple and compound interest and discount, but not the technical parts of commercial arithmetic; English weights and measures and the metric system. 3. *Geography*—A reasonable familiarity with the principal facts in physical and civil geography, as taught in the public schools. 4. At the option of the candidate, either one of the following subjects: (a) *Latin*—The translation into English of a short passage of average difficulty from one of the first four books of Cæsar's "Commentaries on the Gallic War," and the answering of elementary questions relating to the grammar of the passage. (b) *German*—The translation into English of short passages of average difficulty from "Whitney's German Reader," and the answering of elementary questions relating to the grammar of the passages. (c) *Physics*—Balfour Stewart, or its equivalent. *Exception*—Special students, not candidates for the degree of M. D., will be admitted without the presentation of diplomas or certifi-

OF THE
UNIVERSITY OF ILLINOIS



[Engraved for The Standard Guide Company.]

LIBBY PRISON MUSEUM, WABASH AVE., SOUTH.

[See "Amusements."]

cates, and without the examination mentioned above. Faculty: Henry Wade Rogers, LL. D., president; Edward O. F. Roler, A. M., M. D., professor emeritus of obstetrics; Nathan S. Davis, M. D., LL. D., Dean, professor of principles and practice of medicine and clinical medicine; Edmund Andrews, M. D., LL. D., treasurer, professor of clinical surgery; Ralph N. Isham, A. M., M. D., professor of principles and practice of surgery and clinical surgery; John H. Hollister, A. M., M. D., professor of clinical medicine; Samuel J. Jones, M. D., LL. D., professor of ophthalmology and otology; Marcus P. Hatfield, A. M., M. D., professor of diseases of children; John H. Long, Sc. D., professor of chemistry and director of chemical labratory; Emilius Clark Dudley, A. M., M. D., professor of gynæcology; John E. Owens, M. D., professor of principals and practice of surgery and clinical surgery; Oscar C. DeWolf, A. M., M. D., professor state medicine and public hygiene; Frederick C. Schaefer, M. D., professor of descriptive anatomy; Isaac N. Danforth, A. M., M. D., professor of clinical medicine; William E. Casselberry, M. D., professor of materia medica and therapeutics, laryngology and rhinology; William W. Jaggard, A. M., M. D., professor of obstetrics; Nathan S. Davis, Jr., A. M., M. D., professor of principles and practice of medicine; Frank S. Johnson, A. M., M. D., professor of general pathology and pathological anatomy; Frank Billings, M. S., M. D., secretary, professor of physical diagnosis and clinical medicine and lecturer on practice of medicine; E. Wyllys Andrews, A. M., M. D., professor of clinical surgery; Frank T. Andrews, A. M., M. D., professor of histology; George W. Webster, M. D., professor of physiology; Joseph Zeisler, M . D., professor of dermatology and syphilis; Herbert H. Frothingham, M. D., professor of descriptive anatomy; Elbert Wing, A. M., M. D., professor of nervous and mental diseases, and medical jurisprudence; William E. Morgan, M. D., lecturer on operative surgery and surgical anatomy; George S. Isham, A. M., M D., clinical assistant to professor of surgery; John D. Kales, M. D., demonstrator of pathology; Rufus G. Collins, M. D., demonstrator of obstetrical operations; Thomas Benton Swartz, A. M., M. D., demonstrator of anatomy and clinical assistant in gynæcology; Horace M. Starkey, M. D., clinical lecturer on ophthalmology and otology; Thomas J. Watkins, M. D., clinical assistant in gynæcology; Edward Tyler Edgerly, A. M., M. D., demonstrator of histology and instructor in physical diagnosis; John Leerning, M. D., lecturer on materia medica; Jared C. Hepburn, M. D., clinical assistant to laryngology and rhinology; James T. Campbell, M. D., assistant demonstrator of anatomy; Samuel C. Plummer, A. M., M. D., assistant demonstrator of anatomy; Daniel N. Eisendrath, A. B., M. D., curator of museum.

SCHOOL OF PHARMACY.—The School of Pharmacy, located at the corner of Lake and Dearborn sts., is one of the most numerously attended schools of pharmacy in the country. The attendance during the last year was 360. This college being especially designed for the education of druggists, the requirements for entrance are such as will admit the great majority of drug clerks, apprentices and persons preparing for the drug business. Thus a good common public school education is sufficient; but no person under eighteen years of age will be admitted. Faculty—Henry Wade Rogers, LL. D., president; Oscar Oldberg, Pharm. D., Dean, Professor of Pharmacy; John H. Long, Sc. D., Professor of Chemistry; Edson S. Bastin,

A. M., F. R. M. S., Professor of Botany; Wm. E. Quine, M. D., Professor of Physiology, Therapeutics and Toxicology; William K. Higley, Ph. C., Professor of Microscopy; E. B. Stuart, Ph. G., Professor of Materia Medica and Pharmacognosy; M. A. Miner, Ph. C., Assistant to the Chair of Pharmacy; Mark Powers, Sc. B., Assistant to the Chair of Chemistry; Harry Kohn, Ph. M., Assistant to Chair of Pharmacy, and Instructor in Chemical Laboratory.

COLLEGE OF DENTAL AND OVAL SURGERY.—The college of dental and oval surgery is one of the most recently established departments of the University. The faculty numbers thirty-three professors and instructors. The requirements for admission are the same as those of the Chicago Medical College. The course of study is graded and comprises three consecutive annual courses of lectures and clinical teaching. A fourth year is provided for those who desire to continue their studies and take the M. D. degree.

Faculty: Henry Wade Rogers, LL. D., president; E. D. Swain, D. D. S., 65 Randolph street, Chicago, dean; G. V. Black, M. D., D. D. S., professor of dental pathology; Geo. H. Cushing, M. D., D. D. S., professor of principles and practice of dental surgery; John S. Marshall, M. D., professor of clinical oral surgery; Charles P. Pruyn, M. D., D. D. S., professor of operative dentistry; Isaac A. Freeman, D. D. S., professor of clinical operative dentistry; Thomas L. Gilmer, M. D., D. D. S., professor of oral surgery; Arthur B. Freeman, M. D., D. D. S., professor of human and comparative dental anatomy; B. S. Palmer, B. S., D. D. S., professor of embryology and dental histology; W. B. Ames, D. D. S., professor of prothetic dentistry; Arthur E. Matteson, D. D. S., professor of orthodontia; E. L. Clifford, D. D. S., professor of dental materia medica and Therapeutics; G. W. Haskins, M. D., D. D. S., professor of metallurgy; G. W. Whitefield, M. D.. D. D. S., professor of crown and bridge work; D. M. Cattell, D. D. S., professor of operative technics; H. P. Smith, D. D. S., instructor in prothetic technics.

THE LAW SCHOOL.—The Law School is located at 40 Dearborn street. The course of study covers two years. Students entering the junior class are expected to have at least a good common school education. A knowledge of Latin is desirable, but is not required. No discrimination on account of sex or color. Faculty—Henry Wade Rogers, LL. D., president; Hon. Henry W. Blodgett, LL. D., dean; Hon. Henry Booth, LL. D., Hon. Harvey B. Hurd, Hon. Marshall D. Ewell, LL. D., M. D.; Hon. William W. Farwell, Hon. Nathan S. Davis, M. D., LL. D.

NUMBER OF PROFESSORS AND STUDENTS, 1891.—The faculty numbers 150 professors and instructors. The total number of students in attendance during the present year (1892) is between 2,250 and 2,300.

NEW LIBRARY BUILDING.—Orrington Lunt, of Evanston, has donated $50,000 to the Northwestern University for the erection of a new library building. The trustees have already taken steps to carry out the design of the donor, and the work of construction will begin at an early date. The new library will be located on the campus amid the other university buildings. The present library is in three rooms of an upper story of University Hall, and contains 30,000 volumes. It is quite crowded and inconvenient, and the need of more commodious quarters is greatly felt. Mr. Lunt has been a liberal friend of the university, and his latest donation will be enthusiastically welcomed by the students. The library of the Garrett Biblical Institute will also have a place in the new structure, and it is possible that room for a chapel may be provided.

UNIVERSITY LIBRARIES.—Each of the professional schools of the University has its special library, supplementing the general library of the College of Liberal Arts. This general library numbers about 23,000 bound volumes, besides 8,000 unbound pamphlets. It contains a large number of books for general reading and reference, and for use in the several departments of study. It is unusually complete in the departments of Greek and Latin literature. Every author is represented by the best editions from the earliest date. In the related subjects of Archæology, Criticism and History, the Library is correspondingly full, so that in the special field of Classical Philology it ranks with the best in America. In modern literature it is well supplied with standard works in German, French, Spanish and Italian. There is also a valuable selection of books illustrating History, the Sciences and Fine Arts. There is a reading room in connection with the Library open morning and afternoon, supplied with a good collection of reviews and other periodicals. Every student is entitled to its privileges.

St. Ignatius' College.—Located at 413 West Twelfth st., adjoining the Jesuit church. Take West Twelfth st. car. The college was erected in 1869 for the higher education of the Catholic youth of Chicago and vicinity. It is conducted by Fathers of the Society of Jesus. A charter was granted the institution by the Legislature of the State of Illinois June 30, 1870, with power to confer the usual degrees in the various faculties of a university. The Board of Managers are: Rev. Edward A. Higgins, S. J., president; Rev. Edwin D. Kelly, S. J., vice-president; Rev. Eugene A. Magevney, S. J., secretary; Rev. John F. Pahls, S. J., treasurer; Rev. James M. Hayes, S. J., Chancellor. The Faculty is as follows: Rev. E. A. Higgins, S. J., president; Rev. Geo. A. Hoeffer, vice-president and prefect of studies; Rev. J. F. Pahls, S. J., treasurer and professor of book-keeping; Rev. J. P. Hogan, S. J., professor of mental and moral philosophy; Rev. F. A. Moeller, S. J., professor of natural philosophy; Mr. M. D. Sullivan, S. J., professor of mathematics and chemistry; Rev. F. X. Shulak, S. J., professor of mineralogy and natural history; Mr. W. H. Fanning, S. J., professor of rhetoric; Mr. C. B. Moulinier, S. J., professor of poetry and elocution; Mr. T. C. McKeogh, S. J., humanities and elocution; Mr. H. B. McMahon, S. J., first academic class; Mr. T. F. Conroy, S J., second academic class and elocution; Rev. E. J. Hanhauser, S. J., third academic class—grade A; Mr. J. E. Stack, third academic class—grade B; Rev. T. B. Chambers, S. J., preparatory class; Rev. E. A. Higgins, S. J., Mr. C. B. Moulinier, S. J., professors of French; Rev. F. A. Moeller, S. J., Rev. E. J. Hanhauser, S. J., professors of German; Rev. F. A. Moeller, S. J., professor of vocal music; Mr. T. C. McKeogh, S. J., Mr. H. B. McMahon, S. J., prefects of discipline.

NORTH SIDE COLLEGIATE SCHOOL.—Located at 616 La Salle ave., is conducted under the following instructors: Rev. P. J. Mulconroy, S. J., director first academic class; Mr. J. B. Hemann, S. J., prefect of discipline, second academic class; Mr. E. M. Paillow. S. J., prefect of discipline, third academic class; Mr. J. B. Hemann, professor of German and vocal music. The studies pursued in the college comprise the doctrines and evidences of the Catholic religion, logic, metaphysics, ethics, astronomy, natural philosophy, chemistry, mathematics, rhetoric, composition, elocution, history, geography, book-keeping, arithmetic, the Latin, Greek, English, German and French languages and literature. The college is intended for day scholars only. The collegiate year is divided into two terms, the first beginning on the first Monday of September, the second on the first Monday of February.

Students, however, are received at any time during the year. At the close of each term the several classes are subjected to a thorough examination in the branches studied during the previous half year. The Annual Commencement is held on the last Wednesday in June, when degrees are conferred and premiums awarded. On completing the studies of the Collegiate Department, those who prove deserving of the distinction receive the degree of Bachelor of Arts. Subsequently, by devoting one year more to the study of philosophy, or two years to any of the learned professions, they may obtain the degree of Master of Arts, if the board of managers be satisfied with their proficiency and moral conduct. The Catholic students are carefully instructed in the doctrines and practices of their religion, and the most solicitous attention is paid to the morals of all. Whilst upon the college premises, the pupils are constantly under the watchful care of one or more of the Prefects or Professors.

TERMS OF TUITION.—As the Institution is not endowed, it is entirely dependent for its support on the fees paid for tuition. Tuition per session of ten months, for all classes, $40. Students of chemistry and natural philosophy, for the use of the apparatus, chemicals, etc., required for purposes of ilustration and experiment, pay $10 per session. Diploma for graduates inthe classical course, $10. The session is divided into quarters, which begin, respectively, about the 1st of September, the 15th of November, the 1st of February and the 15th of April. Payments must be made quarterly or semi-annually, in advance. No reduction is allowed for absence except in case of dismission or protracted illness.

ST. XAVIER'S ACADEMY.—Located at the corner of Wabash ave. and Twenty-ninth st. Conducted by the Sisters of Charity. First opened in 1846, and is consequently one of the oldest, as it is one of the best educational, institutions of the city. Take State st. cable line. The building is a large and handsome edifice of brick with stone trimmings. Hot and cold baths are connected with the various departments, and the arrangement of the structure generally is well adapted to the purposes for which it is dedicated. The discipline of this academy is mild, yet conducted with such uniformity as to secure order and regularity, and the young ladies entrusted to the care of the sisters leave their charge cultivated intellectually, strengthened and fortified morally, and with habits fixed, which secures them good physical aswell as mental health.

SCHOLASTIC YEAR.—The scholastic year is divided into two sessions of five months each, the first session commencing on the first of September; the second on the first of February. A vacation of about one week is allowed at Christmas, when pupils are permitted to visit their parents if they desire it. If residents of the city, they are permitted to do so once a month—generally the first Sunday of the month, unless deprived of this privilege for non-observance of rules. Wednesday and Sunday are visiting days for parents, relatives or friends. The correspondence of the young ladies is, at all times, subject to the supervision of the Directress, hence private correspondence is not allowed. Pupils may enter at any time during the year, their session always commencing with date of entrance; but can in no case leave just before the close of the year, without serious damage to their standing, besides forfeiting prizes. No undue influenceis exercised over the religious opinions of non-Catholic pupils; however, for the sake of the order, all are required to conform to the external discipline of the Institution. Monthly examinations are held and reports of deportment, scholarship, etc., are forwarded to parents and guardians. At the annual distribution of premiums, those who have observed the rules and given evidence of polite and amiable deportment are crowned by the Most Reverend Archbishop. Graduating Medals are conferred on those only who take the full Academic Course, and Class Medals are awarded for the highest average. Each pupil is required to write home every two weeks. Weekly instructions are given in politeness and all that constitutes lady-like deportment. There are two general examinations each year, after which any pupil who may be found duly qualified is promoted. The daily routine for boarders is as follows: 5:30 o'clock, rise; 6:30 o'clock, mass, followed by mornig prayers; 7 o'clock, breakfast, followed by recreation; 8 o'clock, study; 9 o'clock, recitation in respective class-rooms; 11:45 o'clock, dinner and recreation; 12:30 o'clock, study; 1 o'clock, mathematics; 2 o'clock, plain sewing, penmanship, etc.; 4 o'clock, luncheon and recreation; 4:30 o'clock, study lessons for next day; 5:45 o'clock, Rosary for Catholics; 6 o'clock, supper; 6:30 o'clock, recreation; 8 o'clock, night prayers, after which all retire to their respective dormitories for the night, and do not visit the rooms of others without special permission.

TERMS.—Terms for boarders per series of five months in advance. Board and tuition in English and music, $150; languages, each $10; oil and water-color painting, $40; portrait painting, $50; crayon and pastel painting, $40; harp, $40; guitar, violin, banjo, mandolin, zither, each, $30; vocal lessons and harmony, each, $30; washing, $5. For chemical and physical apparatus, etc., in senior classes, $3. There are no other extra charges.

University of Chicago.—The *newest* thing in the city is the new University of Chicago. The old institution of that name, after a struggle for existence for nearly thirty years, succumbed to financial difficulties in 1886, and suspended its educational work. So profound, however, was the conviction that Chicago was the ideal location for a great institution of learning, that efforts began to be made almost immediately looking to the establishment of a new university. It was soon found that John D. Rockefeller was interested in the project. In 1888 the Baptists of the United States organized the American Baptist Educational Society, and elected Fred T. Gates its corresponding secretary. Mr. Gates soon became persuaded that the first great work for the new society to undertake was the establishment of a new university in Chicago. He and Mr. Rockefeller entered into correspondence, and to their conferences with each other Chicago owes its university. In May, 1889, the Education Society resolved to undertake the raising of $1,000,000 to found a well equipped college in this city, and Mr. Rockefeller at once made a subscription of $600,000, conditioned on the subscription being increased to a full $1,000,000 within one year. T. W. Goodspeed was associated with Mr. Gates in the effort to raise the $400,000 required by this condition. Not only was this done within the time specified, but $150,000 more than was required was secured.

Marshall Field gave a site of a block and a half valued at $125,000, but now worth much more than that sum. To this gift from Mr. Field there has since been added two and a half blocks, making the present site four blocks. The intersecting streets have been vacated by the city council so that the site consists of a solid block 802 by 1,261 feet, or nearly twenty-four acres. The location is an ideal one. The side lies between Ellis and Lexington avenues, and Fifty-seventh street and Midway Plaisance. Washington Park lies four blocks west and Jackson Park seven blocks east. The site fronts south on the Plaisance which is itself a park connecting Washington and Jackson. These magnificent parks will be the pleasure grounds of the students, affording facilities for all kinds of outdoor games and exercises. Immediately after the organization of the board of trustees, Prof. Wm. Rainy Harper, of Yale University, was elected president of the university. It was the conviction of Dr. Harper that the institution should from the outset be in fact as well as in name a *true university*. With this view Mr. Rockefeller and Mr. Gates heartily agreed, and on the day of Dr. Harper's election to the presidency he read to the Board a new subscription from Mr. Rockefeller for *one million dollars*. This great sum was given for the express purpose of making the new institution a true university. It required the establishment of a great graduate department, the transferring of the Morgan Park Theological Seminary to the new site as the Divinity school of the university, and the establishment of a well equipped academy in the buildings of the seminary at Morgan Park.

In the spring of 1891 the executors and trustees of the estate of Wm. B. Ogden, the first mayor of Chicago, designated seventy per cent. of the bequest under Mr. Ogden's will for benevolent purposes to the new university. In making the designation they expressed the hope that the university would receive above $500,000 from the estate. With this sum the trustees are to establish "The Ogden Scientific School of the University of Chicago," for advanced graduate scientific instruction. Although there is a contest over the will, the board is confident that the full amount indicated above will finally be realized from the estate for the scientific school.

A NON-SECTARIAN INSTITUTION—Although the University was conceived and founded by Baptists it has not been their purpose to make it a Baptist University. It is not to be managed or known as a sectarian institution. It is to be a christian institution, but in no sense a sectarian one. The people of Chicago of all religious views have contributed liberally to its funds. Seven of the trustees are well-known citizens not members of Baptist churches. A large number of the professors, several of them in leading positions, heads of departments, are members of other denominations. The faculty represents the entire public. It was early determined by the trustees that the head professors should be selected from among the most eminent scholars and teachers in this country and Europe.

In pursuance of this policy the following well-known educators have been selected as head professors and accepted their appointments: William Gardner Hale, of Cornell University, head professor in Latin; Albion W. Small, President of Colby University, head professor in social science; J. Laurence Laughlin, of Cornell University, head professor in political economy; William I. Knapp, of Yale University, head professor in the romance languages and literature.

THE COMPLETE FACULTY.—Other head professors were being chosen when this volume went to press. The completed list promises to be a brilliant one and to place the University at the outset in a leading place among American Universities. These heads of departments will be ably seconded by a large number of professors, associate and assistant professors, and other instructors. Among the professors who have already won distinction are the following:

Harry Pratt Judson, of the University of Minnesota; Clarence J. Herrick, of the University of Cincinnati; Charles Chandler, of Denison University; Ezekiel G. Robinson, late president of Brown University.

The director of physical culture will be A. A. Stagg, the most famous of Yale athletes.

Buildings of the University.—The trustees began early to consider the question of buildings. As it became more and more evident that one of the great universities of the world was being established, they determined to build intelligently and according to a preconceived plan. Henry Ives Cobb was made the architect and a group of buildings was planned covering the entire site and adapted to meet the needs of a great university. It was not expected that all the buildings could be erected at once, or soon. But it was believed that one-fifth of the whole number might be built within five years, and that the others would follow as they should be required. The first two buildings were begun in November, 1891, and will be ready for occupancy on the opening of the university, October 1, 1892.

The public buildings, university hall, recitation buildings, scientific laboratories, collections buildings, library, chapel, science hall, gymnasium, etc., are the central features of the plan. The dormitories, which, when completed, will accommodate more than two thousand students, are arranged in quadrangles on the four corners of the site. The nearest quadrangle in the *view* is that of the women, the university giving to women the same advantages as to men. The southwest quadrangle is that of the graduate students, and on the north are the two intended for undergraduates, and between these will rise the astronomical observatory.

The recitation building is one hundred and sixty-eight feet long and eighty-five feet wide. It is arranged on a somewhat new plan. Each department of instruction has, instead of one room, a suite of from three to six rooms, in the central one of which is the departmental library or laboratory.

It is believed that this building will prove to be a model recitation hall. It is estimated to cost $150,000, and is of course the one building that *must* be had before the university can begin the work of instruction.

A dormitory is now being erected two hundred and seventy feet long, and other buildings will be put up before the opening of the World's Fair. The entire group of the university buildings will be of Blue Bedford stone. The street fronts will be handsome, but all buildings will open, not on the streets, but on the University campus, so that the grounds must be entered to gain entrance to the buildings.

The University opens its doors to students and begins its work on October 1, 1892. The attendance for the first year promises to be very large, as students have been reporting their names for two years.

New Departure in Education.—The new institution marks a new departure in educational methods.

1. It continues in operation the year round. There will be four quarters of twelve weeks each, with a vacation of one week between the end of one quarter and the beginning of the next. Each quarter is divided into two terms of six weeks each.

2. All courses of instruction are classified as majors and minors, the major requiring from ten to twelve hours of classroom work each week, the minor four to six hours. Each student takes, as a rule, one major and one minor study at a time.

3. Professors and students may take their vacations in any quarter, or may take any two terms for their vacations, one in one part of the year and the other in another part, or, if able, may work the entire year.

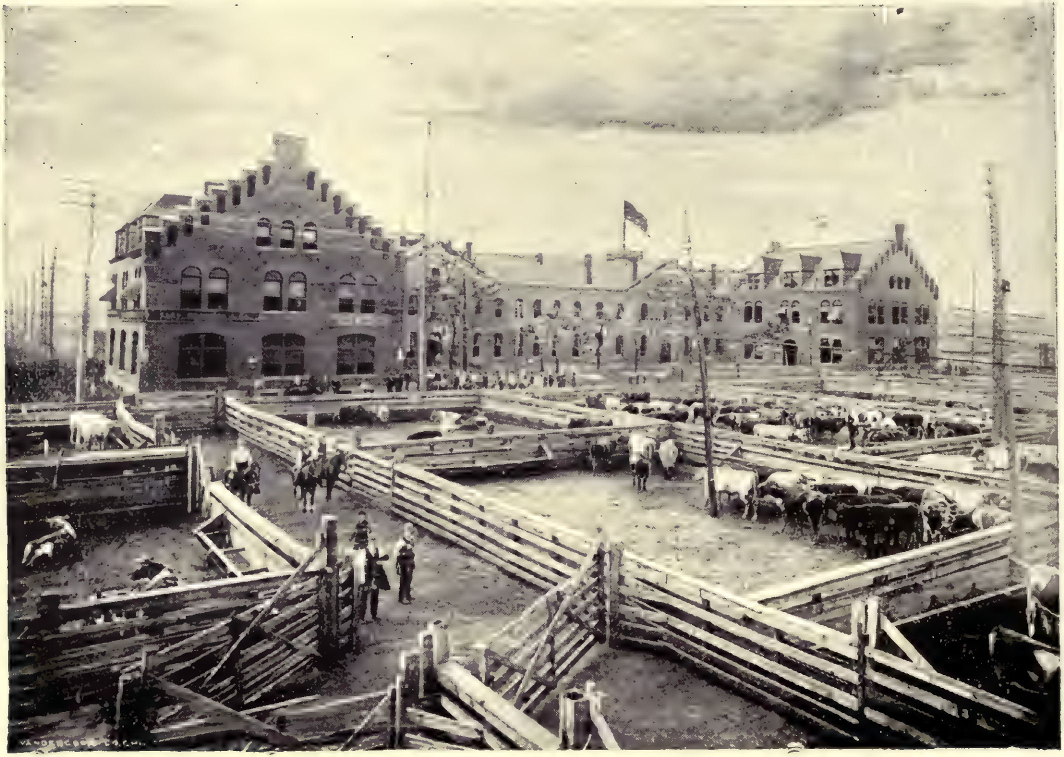
A teacher who teaches three full years of forty-eight weeks each, will be entitled to a full year's vacation on full pay. A student by working the year round may complete the full college course in three years.

4. A student may enter at the beginning of any quarter or any term. All students are admitted on examination, and may enter any stage of the course for which they are prepared.

These arrangements are proving equally attractive to professors and students, and seem to promise great advantages to both. The university has in hand and in sight assets amounting to about $3,000,000, above two-thirds of which will be in the form of a permanent endowment fund. It is now appealing to the citizens of Chicago for $1,000,000 as a building fund. It is also confidently believed that the endowments will be so increased as to insure for Chicago one of the great universities of the world.

University School.—New building located at Dearborn avenue and Elm street, North Side. Take North State street or North Clark street cars. The building is three stories, 50 by 90 feet, of the Gothic order, and cost $100,000. The exterior is plain and simple, of terra cotta for the first course up to eight feet in height, above which the walls rise in brown stone. The ornamentation is in terra cotta and brown stone. The basement entrance opens to a large area, a shelter for bicycles. From this open the boys' manual training school, 20 by 65 feet, in which are turning lathes and all appliances for manual training confined to a complete course as applied to woodwork. Adjoining this are two bowling alleys of the regulation length, sixty-five feet. Near by is the swimming bath, chemical laboratory, with concrete floor, the special apparatus for ventilation, boilers, engine-rooms, etc. The first floor, from an arched entrance, shows the court room, embellished with classical emblems sculptured in stone. In this room each boy has a separate locker. Near by is the lavatory and the fire-proof light well. The main study, a room fifty feet square with fourteen foot ceiling, is so arranged that all pupils receive the light over the left shoulder as they bend over their books. The room is cheered by fire grates and heated by hot water. The room for advanced classes in the classics is adjoining. It is 17 by 35 feet and its walls are ornamented with busts of heroic characters, plates, etc. The reception room and office of the master is on this floor. The second floor is arranged as a wheel, with an office in the center and halls radiating to the various recitation rooms, which are 16 by 20 feet to accommodate each fifteen boys. These rooms are decorated on walls and corners with emblems of the particular study pursued. The third floor has a large gymnasium, fitted up by Dr. Sargent, of Harvard. The dressing and bath rooms are on the same floor. The room for free-hand and mechanical drawing adjoins it. There is a running track, elevated eleven feet from the floor, which encircles this large room. In this room, which can be readily closed, the boys are put through the manual of arms in military drill. The kitchen, luncheon-room and visitors' gallery are on a level with this broad running track.

The University School prepares boys for colleges, universities or scientific schools. E. C. Coulter, the master, a graduate of Felix Academy, of Andover and of Princeton College, taught in New England five years. This school is three years old. It is undenominational, owned and controlled by an association of Chicago's leading men. The school trustees are Cyrus H. McCormick, F. B. Peabody, General George W. Smith, John P. Wilson, W. D. Kerfoot, Abram Poole E. C. Coulter. Among the stockholders are W.



[Engraved for The Standard Guide Company.]

UNION STOCK YARDS, LOOKING TOWARD THE EXCHANGE.

[See "Great Industries."]

M. Hoyt, H. H. Porter, Potter Palmer, Henry Field, George Sturges, E. B. McCagg, William H. Bradley, L. Z. Leiter, George M. Pullman, John Johnson, Jr., J. W. Farlin, L. Schmidt, E. S. Dreyer, E. F. Lawrence, C. B. King, A. R. Smith, J. G. Coleman, L. W. Bodeman, James H. Walker, E. R. Ryerson and F. H. Winston.

Western Theological Seminary.—Located at 1113 Washington blvd.; take West Madison street cable line to California avenue; founded by the late Dr. Tolman Wheeler, of Chicago, as an Episcopal Theological Seminary. Dr. Wheeler built and equipped two buildings and partially endowed the institution. There is also ground room for additional structures, and accommodations could be provided for one hundred students. The buildings are situated on Washington boulevard, the principal avenue of the West Side, about four miles from the lake and in the vicinity of Garfield Park. The main building contains the Chapel, Refectory, Library, Lecture Rooms and apartments for resident instructors. A second building contains accommodations for about thirty students. Both buildings are heated by steam, and are furnished with the best modern equipments for their respective purposes. The aim of this Seminary is, in the words of the charter, "the education of fit persons in the Catholic Faith, in its purity and integrity, as taught in the Holy Scriptures, held by the Primitive Church, summed up in the Creeds, and affirmed by the undisputed General Councils." While, therefore, its principal work is the preparation of Candidates for Holy Orders, nevertheless, any fit persons, clergymen or laymen, and whether looking forward to the sacred ministry or not, are received as students or admitted to attendance upon the lecture courses of the Seminary under proper conditions. It is intended to afford every opportunity and assistance to theological students in preparing themselves for the examinations required by the canons of the Church for admission to Holy Orders, and in fitting themselves for the priestly life and work.

The board of Trustees is composed as follows: The Bishop of Chicago, president; the Bishop of Quincy, the Bishop of Springfield, the Bishop of Indiana, the Rev. Clinton Locke, D. D.; the Rev. F. W. Taylor, D. D. and Mr. D. B. Lyman, the Rev. J. H. Knowles, the Rev. Richard F. Sweet, Mr. Corning S. Judd, Mr. Edwin H. Sheldon; Mr. Charles R. Larrabee, treasurer.

FACULTY.—The Board of Instruction is as follows: The Rt. Rev. William E. McLaren, D. D., D. C. L., Dean, Dogmatic Theology; The Rt. Rev. George F. Seymour, D. D., LL. D., Ecclesiastical History; The Rev. William J. Gold, S. T. D., Liturgics and Exegesis; The Rev. Francis J. Hall, M. A., Theology; The Rev. F. P. Davenport, S. T. D., Canon Law. Rev. J. J. Elmendorf, D. D., Moral Theology, and Apologetics; Rev. J. G. H. Barry, Hebrew and Old Testament Exegesis.

COURSE OF STUDY.—The course of study, as at present arranged, provides for a period of five years. The curriculum is homogeneous throughout; nevertheless, for the last three years it comprehends the usual studies of the Candidate for Holy Orders. The following is a scheme of the five years' course: First year—Latin, Physics, English Literature, Greek, History, Rudiments of Theology. Second year—Latin, Greek, Readings from the Gospels and Early Christian Authors, Logic, Psychology, History, Rudiments of Theology. Third year—Theology, Church History, Liturgics, New Testament Exegesis, Readings from the Fathers, Hebrew, Canon Law. Fourth year—Theology, Church History, Liturgics, New Testament Exegesis, Hebrew, Ecclesiastical Polity and Law. Fifth year—Theology, Church History, Liturgics, Old Testament Exegesis, Ecclesiastical Polity and Law.

Practice in the Composition and Delivery of Sermons takes place once a week. Particular attention is paid to this subject. In speaking, the use of a manuscript is not ordinarily permitted. Special instructions are given in Elocution. The Seminary opens September 29th, the Festival of St. Michael and All Angels, and closes about the 1st of June. There is a recess of two weeks at Christmas, and also from Thursday in Holy Week until Easter Tuesday. Students residing in the buildings are subject to a charge of $200 per year. This includes board, room, fuel and lights. Washing is done at the Seminary at cost. The charge to students not living in the Seminary is as may be agreed upon. Letters to the Dean should be addressed to him at 64 Astor street, Chicago. Letters addressed to instructors and students resident in the Seminary should be addressed to 1113 Washington Boulevard, Chicago.

EDUCATIONAL INSTITUTIONS—MEDICAL.

The Medical Colleges of the city are as follows: AMERICAN COLLEGE OF DENTAL SURGERY, 78–82 State st.; BENNETT MEDICAL COLLEGE, Ada and Fulton sts.; CHICAGO COLLEGE OF DENTAL SURGERY, Madison st. and Wabash ave.; CHICAGO COLLEGE OF PHARMACY, 465 State st.; CHICAGO HOMEOPATHIC MEDICAL COLLEGE, Wood and York sts.; CHICAGO MEDICAL COLLEGE, Department of N. W. University, Prairie ave. and Twenty-sixth st.; CHICAGO POLICLINIC, Chicago ave.; CHICAGO VETERINARY COLLEGE, 2537 State st.; COLLEGE OF PHYSICIANS AND SURGEONS OF CHICAGO, W. Harrison, cor. Honore st.; GERMAN AMERICAN DENTAL COLLEGE, 167 and 169 N. Clark st.; HAHNEMANN MEDICAL COLLEGE, 2811 Cottage Grove ave.; ILLINOIS COLLEGE OF PHARMACY, Department of N. W. University, 40 Dearborn st.; ILLINOIS TRAINING SCHOOL FOR NURSES, Honore st., near W. Harrison; NORTHWESTERN COLLEGE of DENTAL SURGERY, 1203 Wabash ave; RUSH MEDICAL COLLEGE, W. Harrison st., cor. Wood· ST. LUKE'S HOSPITAL TRAINING SCHOOL FOR NURSES, 1420 to 1434 Wabash ave.; UNIVERSITY DENTAL COLLEGE, Department of N. W. University, Twenty-sixth st., cor. Prairie ave.; WOMAN'S HOSPITAL TRAINING SCHOOL FOR NURSES, Thirty-second st., n. w. cor. Prairie ave.; WOMAN'S MEDICAL COLLEGE, 335 to 339 S. Lincoln st.

National Homeopathic College.—Organized in 1892 by a number of physicians interested in the new German-American Homeopathic College. The latter has existed only in name. It was founded by Dr. J. Malok, who was the treasurer. Some dispute having arisen it was determined to found a new college, and the faculty of the German-American became members of the faculty of the new institution. Officers: Dr. L. D. Rogers, president; Dr. J. A. Smith, secretary; Dr. W. O. Cheeseman, registrar; Dr. J. A. Printy, dean of the faculty. The faculty of the German-American has been increased by several important additions. Among them are Dr. Julia Holmes Smith, who is professor of gynæcology; Dr. H. C. Allen, a medical writer of distinction, professor of materia medica; Dr. J. B. S. King, lecturer on chemistry at Hahnemann College; Dr. W. D. Gentry; Dr. H. P. Skiles, professor of orificial surgery, and Dr. Henry Sherry, professor of orthopædic surgery.

EDUCATIONAL INSTITUTIONS—TRAINING SCHOOLS.

Polytechnic education has within the past ten years received the attention of Chicago people interested in the training of the youth of both sexes. Various training schools have been established here during that time. The Public Manual Training School is treated under the head of "Public Education." [See also "Chicago Manual Training School," under head of "Educational Institutions."] Training schools of another character, however, are referred to below.

American Brewing Academy.—First course opened September 1, 1891, eighteen pupils attending. Second course opened February 1, 1892, with twenty-eight pupils from all parts of the United States. The academy is equipped with a full brewing outfit, including all the different apparatus for the production of beer. Connected with the academy is the scientific station for brewers, where analyses of brewers' materials and products are made and where information is given on brewing. Directors of both the American Brewing Academy and the Scientific Station for brewing are Dr. Robert Wahl and Dr. Max Henius.

Armour Mission Training School.—This institution will probably be in readiness for the reception of pupils early in the present year. It is connected with the Armour Mission, Armour ave. and Thirty-third st., and all expenses connected with it are generously defrayed by Mr. P. D. Armour. [See "Armour Mission," under head of "Charities."]

Baptist Missionary Training School.—Located at 2411 Indiana ave. Take Wabash avenue cable line. The first school established in this country devoted to the training of young women for missionary work is the one located in Chicago, conducted by the Women's Baptist Home Mission Society. The society itself is exceptional in being the first organization of the kind composed wholly of women, and was the result of a pressing demand from all parts of the country for missionary work, which only women could do, among women and children. Thirteen years ago so urgently was this need set forth by Miss Joanna P. Moore, who had been a nurse during the war, and remained in New Orleans on her own responsibility to work among the colored people; also by Mrs. C. R. Blackall, who had spent some time in the Indian Territory, and who declared that the need there was epitomized by an Indian woman, who said to her, "We want to live like Christian women, but we don't know how;" and others, who saw in different parts of the country the necessity of work among the women and children of the foreigners, who were then, as now, pouring into this country at the rate of seven and eight hundred thousand per annum, that the ladies of the several Baptist churches in the city decided to organize a society for this work. The representatives of the different churches throughout the country, excepting those from Boston, were in favor of making Chicago the headquarters of the organization, not only because it had its inception here, but because of the central location. The New England women, however, decided to organize a separate society. The society organized here now has between thirty and forty thousand regular members, and was last year in receipt, from all sources, of between $60,000 and $70,000.

The most stubborn difficulty which the society found they had to overcome was that of getting competent workers. It was Mrs. Crouse, wife of Dr. J. N. Crouse, who has been the president of the society from its organization until the present time, who first proposed to eliminate this difficulty by establishing a school where workers could be educated for the kind of work to be done. In 1881 the school, which is now located at 2411 Indiana ave., was established. Here each person to be sent forth not only to teach Christ and him crucified, but also to instruct ignorant women how to make a comfortable home for their husbands and children, and to set the feet of the little ones in right paths, is taught all that she should know to accomplish both missions successfully. The pupils are each of them instructed in the principles of frugal living and in the preparation of simple, wholesome food, as well as in physical culture, that they may be able to use their bodies to the best possible advantage, and elocution that they may convey the instruction they have to give in the most effective manner. Not only the expounding of the Scriptures in a bright and forceful way, but also caring for the sick and what to do in case of emérgency, are taught eminent divines and skillful physicians and nurses. These missionaries, being prepared to minister to body, mind and soul, are instructed in kindergarten methods, and also in the cutting of garments and the conduct of industrial schools.

All this equipment is made doubly thorough by being put in constant practice. Mrs. C. D. Morris, the preceptress of the school, arranges the practice work of each student by dividing that portion of the poverty and vice-stricken part of Chicago lying a few blocks south of Van Buren street and east of State street, into districts, which, under her direction, are visited each week by her pupils. Two of them go together, and with their Bible in their hand, visit each habitation in the district assigned them. With those whom they know they chat of the various interests that enter into their poor lives, giving advice and, if needed, help. If the family is being visited for the first time, inquiry is made in regard to the children, and, if possible, it is arranged to have them attend the industrial school which meets every Saturday morning at the Pacific Mission.

Missionaries trained at the school here are sent to New York, to Castle Garden, to receive and assist those newly come to our shores, as well as to do other needed work. Indeed, they are sent from this school by the society to all parts of the United States, save New England. Not only are regular missionary workers educated in the school, but many clergymen's wives, Sabbath-school teachers and others take a part of the course. Arrangements are being made to enlarge the buildings owned by the society during the coming years, as those desiring to enter the school are much in excess of the present accommodations. Miss M. G. Burdette, sister of the well-known humorist, has been the efficient secretary of both the mission society and school from their beginning, and has done much toward upbuilding both.

Illinois Training School for Nurses.—Located at 304 Honore st., West Side. President, Mrs. C. B. Lawrence; treasurer, Mrs. Henry L. Frank. Founded in 1880. Take Ogden ave. or West Van Buren st. line. The name of the institution sufficiently indicates its purpose. It is in a most prosperous condition. Among recent bequests was one of $50,000 from the late John Crerar. From the last report of the president it appears that during 1890 the school received a legacy of $20,000 from Miss Phœbe L. Smith. The report adds: "This enabled us to pay the mortgage of $12,000 on the Nurses' Home, and also to finish and furnish the fourth floor of the same. In June our home was finished and completely furnished, and with the much desired addition of an elevator. Ten years ago we began with a small and inconvenient house, which we rented. We had two wards in Cook County Hospital, a superintendent and eight pupil-nurses. To day we own, free from debt, the Nurses' Home and furniture, which have cost not less than $70,000. We have charge of twelve wards in Cook County Hospital and all the nursing in the Presbyterian Hospital, with a superintendent, two assistant superintendents, one night superintendent, 100 pupil-nurses, and twelve probationers; twenty-nine nurses graduated in June. There have been, during the year, 291 applications to enter the school; 106 were received on probation, and sixty of this number were retained as pupil-nurses. Seven nurses have been discharged for cause and two honorably discharged. Five have left the school on account of ill health. There are ninety-eight registered graduates, and there have been 1,012 calls for private nurses; 774 were supplied by the directory and 149 by the school. Our nurses have cared for nearly 8,000 patients in Cook County Hospital, and 1,351 in the Presbyterian Hospital.

Jewish Training School.—Located on Judd street, No. 91, between Clinton and Jefferson streets, West Side. Take Clinton street or West Twelfth street car. Formally dedicated October 19, 1890. Officers and directors—Henry L. Frank, president; Mrs. Joseph Spiegel, vice-president; Leo Fox, treasurer; Rabbi Joseph Stolz, recording secretary; Herman Hefter, financial secretary; Henry Greenebaum, Dr. E. G. Hirsch, H. A. Cohn, Charles H. Schwab, Julius Rosenthal, Mrs. M. Loeb, Mrs. B. Lowenthal, Mrs. E. Mandel, Mrs. Levy Mayer; Mrs. M. Rosenbaum, Mrs. J. Spiegel, directors. School committee: Dr. E. G. Hirsch, chairman; Joseph Stolz, Levy A. Eliel, Mrs. J. Wedeles, Mrs. J. Spiegel, Mrs. B. Lowenthal, Mrs. Levy Mayer, Mrs. M. Loeb, Mrs. E. Mandel, Mrs. M. Rosenbaum, Mrs. L. Schram, and Mr. G. Bamberger, superintendent. There are over fifteen thousand Jewish refugees in Chicago, and especially for the children of those unfortunate people was the Training School built. Ever since they began to arrive here their brethren have done all they could to assist them to gain a livelihood and become good citizens. The enterprise was started in 1872, when a training class was organized in the Sinai temple. It was successful, and in 1887 the Jewish Training School was incorporated under the laws of the State. After the same year a scheme was set on foot to raise $12,000 for the purpose of erecting a suitable building. The next year Mr. Leon Mandel, of New York, a member of the firm of Mandel Bros., of this city, gave the committee $20,000. This, together with an endowment fund raised from life-memberships and the legacy of Max. A. Meyer, assured the financial success of the project. The school now has over five hundred members and thirty life members. The building is tasteful though not pretentious. It is a three-story brick structure, with pediment and trimmings of brown stone. In the basement are a machine shop, carpenter shop, modeling room, plaster work room, wash and bath rooms. Through the center of the building runs a broad hall, leading from which are three rooms to the kindergarten. In the rear are three class rooms and the superintendent's office. On the second floor are four class rooms, two of which are so arranged that the whole may be thrown together, forming an assembly room. This large hall is also used for gymnastic exercises and music. The third floor is occupied by a laboratory, teachers' rooms and additional class rooms. The building cost over $60,000. There have been annexed two cottages, one east and one west of the school-house, which have been arranged for the sewing department (east) and the Sloyd department (west). The school has a physician, who is teacher and physician at the same time, and he has to see to the proper physical education of the pupils and to everything that comes under hygiene. The doctor's office is in the cottage west of the school. Twenty-two teachers are employed. The aim of this school is to Americanize its pupils by means of a very liberal education. Manual training is introduced in all classes, from the Kindergarten to the highest Grammar department. Proper workshops are connected with the class rooms in all departments. Harmonious development is the watchword. The school is non-sectarian; every poor child is welcome and admitted. Tuesday is official visiting day. The school hours are from 9 to 12 and from 1 to 3 o'clock. The Kindergarten has but one session, from 9 to 12. There is also a night school connected with the day school, for those above the school age. This night school has two departments, male and female; the average attendance of both is three hundred pupils. They are taught four times a week, from 7:30 to 9:30 P. M., by eight teachers. The study of the English language is the main object. Each department is graded in four classes. In the lowest class are such who begin with the a b c of the English language, while in the highest classes are such who can read, write and understand the language sufficiently to take a course of bookkeeping, commercial correspondence and arithmetic. They receive in all classes instruction in American history and geography. The female department receives also instruction in needle work, from the plainest stitch in sewing to cutting and fitting of a waist, and machine sewing.

Training Schools for Boys and Girls.—There are several charitable training schools for boys in Chicago and vicinity. The Illinois School of Agriculture and Manual Training School for Boys, formerly known as The Illinois Industrial School for Boys, was dedicated during 1890 at Glenwood. Take the Eastern Illinois railroad, Dearborn station, foot of Dearborn st. This school was moved from Norwood Park to a beautiful farm near the suburb named above. The farm, which was the gift of Mr. Milton George, consists of 300 acres, and is about a mile west of Glenwood station. It is a beautiful body of land, with a rolling surface dotted with an occasional cluster of trees. A sparkling stream of clear fresh water cuts through the center of the farm. This school derives a small revenue from the county. According to its contract with the county it can only receive pay for 110 boys, no matter how many more than this number may be actually committed to the institution within a year. The amount allowed is $8 per month per boy, and only partially provides for maintenance and tuition. The deficiency is made up by the charitable people belonging to the association. This institution was chartered in February, 1887, and since the opening of the school about 500 dependent boys have been placed in its care by order of the court. These boys have been trained for lives of usefulness and industry, and in many cases have been furnished with comfortable homes in the country. Starting three years ago with a debt of $6,000, the school now owns property to the value of $150,000, and is doing a work in reclaiming unfortunate boys that can not be overestimated. The president of the institution is Mr. Franklin H. Head; vice-president, Milton George; treasurer, John T. Chumasero; secretary and general agent, Oscar L. Dudley; superintendent of the school, Mrs. U. L. Harrison. City office, Room 27, 113 Adams st.

Mrs. Ursula L. Harrison, the superintendent of the school, says she has found the children sent her to be like marble in the rough, requiring only to be chiseled with patience and polished with love to fashion many pure and lovely characters that may become bright and shining lights in the world. The hardest task is to inspire confidence in the child and inculcate in him the idea of self-support and independence. The boys are frequently received in the home in a state of abject misery. If reclaimed at an early age there is enough physical and mental vitality remaining in which morals may be planted and take root and grow. It is hard for them to submit to discipline and to grasp the ideas of moral training, but patience and kindness have brought many an unruly boy to a halt before he plunged over the precipice from which so few ever return.

The training school act, as it stands, reaches a class of boys more deserving than any other of being rescued from the depths of indigence and of being placed in institutions best equipped to safely guide them in the path of integrity and self-reliance. As a rule, the boys entitled to claim assistance under this act have committed no serious misdemeanor against the laws. Their greatest misfortune arises from the fact that they are deprived of proper guardianship, and, consequently, left to the charity of a world that knows little of and cares still less for the wants of the half-clad, homeless boy. If left to themselves these lads must either starve or live by their wits, and to live by their wits means that they will ultimately join the ranks of the criminal class, to become a menace to the welfare of the State.

St. Mary's Training School for Boys is a Catholic institution, in charge of the Christian Brothers, under the direction of the Archbishop of Chicago, in whose honor the little village of Feehanvile has been named. In 1890 the average number of boys at the school was 300, of whom 195 were sent by the county. The system of training these boys may be briefly stated: The lads are kept busy at work, play or study, and appropriate rewards are bestowed on those whose good conduct and efficiency in tasks deserve recognition. That such a system should have beneficial results is obvious. The contrast presented by the inmates of this school, boys well trained in head, in hand and in heart, and those more unfortunate youths so pitilessly plunged in penal institutions may easily be imagined. As the kind superintendent of St. Mary's observes, The word "pitilessly" is very applicable in this connection. A number of these boys drift into the house of correction by reason of circumstances beyond their control, and, be it said to their credit, many of them would prefer to lead an upright life, but being destitute of friends and the advantages of an education, the dreary career of the criminal is the only alternative left to them. St. Mary's Training School was established to help save these unfortunate waifs, and ever since its inception the school has been taxed to its utmost resources. As it depends almost entirely upon voluntary contributions for its support, financial or other assistance is always gratefully welcomed, and contributors may be certain that all donations will be judiciously applied. The school department consists of five well-graded classes, in which every effort is made to give the boys a practical elementary education. This is supplemented by a graded course of manual training in the various branches of industry taught in the institution. The printing, shoemaking, tailoring, baking, carpentering and blacksmithing trades are taught, and the pupils are also made familiar with the outdoor work of the farm, including the dairy, gardens and cattle yards. The farm, by the way, is a most interesting and important adjunct of Feehanville. It consists of 440 acres of cultivated ground, pasture and timber land. None of the produce is sold, so that the boys are quick to realize that the fruits of their labors will later greet them on the well-supplied tables.

The majority of boys received at St. Mary's have already reached the age of twelve and upward, but their previous schooling has been so brief that in most cases the child's primer is their first introduction to educational knowledge. With the development of their intellectual faculties their physical powers must be strengthened, and these results are best attained by the alternate half-day's schooling and exercise in manual labor which, together with a wholesome diet and a proper attention to the laws of hygiene, soon bring color to the cheeks and lend vigor to the frame. It is surprising what aptitude the pupils manifest both in the school-room and the work-shops, and before leaving the institution the boys become so expert in the trades learned that they have no trouble to obtain situations and thus earn an honest living, which is the great object of the school.

In addition to these schools for boys there are the Chicago Industrial School for girls at Indiana avenue and Forty-ninth street, a branch of St. Mary's Training School, and the Girls' Industrial School at South Evanston, of which Mrs. M. R. M. Wallace is president. Both these institutions receive $10 a month per capita from the county for all inmates legally committed, and in addition, the county is compelled to clothe every girl received. The act under which these schools were incorporated is a trifle more liberal in its workings than the training school act, but still it is largely due to the noble efforts of the ladies and sisters in these excellent institutions that they have been able to carry on the grand work undertaken.

The Industrial School at South Evanston may be reached either by the Chicago & North-Western or the Chicago, Milwaukee & St. Paul railroad. Trains run frequently through the day.

The Hyde Park Auxiliary Society of the Illinois Industrial School for Girls has in contemplation the erection of a cottage to be known by the name of the society, and in which it will support a small number ot young girls. The present quarters of the school at South Evanston are not considered suitable and the board of lady managers is taking steps to dispose of it. With the proceeds and additional aid from the State suitable buildings will be erected on a forty-acre tract owned by the board at Park Ridge. It is on this tract the Hyde Park Auxiliary Society intends erecting a cottage.

EXPRESS COMPANIES.

European visitors will do well to acquaint themselves with the methods of the great express companies of this country. The system of forwarding parcels, goods, orders, money, and of making collections and performing commissions in vogue in the United States, is unknown abroad.

Wells, Fargo & Co.'s Express.—Organized in 1852, and incorporated in 1866; they transact a general express and banking business, and the undertakings of Wells, Fargo & Co's Express are classified as follows, viz:

It carries and delivers money, valuable parcels, packages, merchandise, letters, etc. Collects bills, drafts, notes, coupons, dividends and other papers. Fills commissions, records deeds, pays taxes for non-residents, serves legal papers, etc. Attends to orders for goods and household supplies, to be returned by express. Reclaims baggage, etc., at depots and hotels and redeems goods in pawn. Attends to passengers and baggage coming or going on foreign travel; and to transportation of goods in bond. Pays money by telegraph between all its principal agencies and with unequaled promptness;

DAILY SKANDINAVEN
VANDERCOOK-CO. CHI.

[Engraved for The Standard Guide Company.]
THE SKANDINAVEN BUILDING, 183-187 N. PEORIA ST.
[See "Newspapers."]

payments made, when requested, at local addresses. Sells money orders at all its offices in the United States, which are remitted in letters and payable at over 10,000 places; receipts for which are given and reclaimation can be made for lost orders; insurance companies, co-operative associations, publishing houses, merchants, etc., find it to their interest to request the use of express money orders. In addition to the operations of the Banks of the Company at New York, San Franciso, Salt Lake, Virginia and Carson, orders for Foreign and Domestic Exchange are taken at all its offices.

Wells, Fargo & Co's Express is the only through line sanctioned by the United States Government for the immediate transportation of merchandise and passengers' baggage in bond between the Atlantic and Pacific; they have been constituted by the Government of the United States (under the law of June 10, 1880), a bonded line for the transportation of merchandize and passengers' baggage without examination from New York and San Francisco, forming with their leased and tributary lines the only through express line from ocean to ocean, and reaching nearly every important point in the West, Northwest, Southwest and Mexico and Canada.

Consignments from interior foreign points can be made to the Company through the nearest Seaport where it is represented by a resident agent or correspondent.

This Company also undertakes to simplify and reduce the irksome formalities of foreign travel, inward and outward bound, and piloting travelers through the intricacies of transfer at New York and San Francisco. It is, also, an express forwarder to London, Paris, Hamburg, and all parts of Europe, South America, China and Japan, covering 27,592 miles of railroad lines, 2,950 miles of stage lines, 530 miles of inland steamers and 9,36 miles of ocean steamers.

Location of Express Offices.—The Express Companies doing business in Chicago, are: The Adams Express Company, 189 Dearborn st.; The American Express Company, 72 Monroe st.; Baldwin's European and Havanna Express, 187 Dearborn st.; Baltimore & Ohio Express, 89-91 Washington st.; Northern Pacific Express Company, 81 Dearborn st ; Pacific Express Company, 89-91 Washington st.; United States Express Company, 89-91 Washington st.; Wells, Fargo & Co.'s Express, 154 and 156 Dearborn st. The Adams, American and United States Express Companies have their own buildings, two of them—the Adams and American—being magnificent structures. The Baltimore & Ohio and the Pacific, have offices in the United States Express building, and conduct their business jointly with the latter company. The Adams Express Company's business is almost entirely Eastern, the Baltimore & Ohio is confined to the B. & O. system of railways; the Northern Pacific is confined to N. P. Transcontinental route; the United States, the Wells Fargo & Co., and the American cover all parts of the country.

Brink's City Express.—This is the largest local express company in the city, and their facilities for the prompt handling of all express and baggage has no equal. They run to all suburban towns, also make regular trips to the World's Fair, have special wagons for making transfers of baggage on short notice from depots to depots. Their express wagons are the finest in the city; they also have one of the most commodious storage and warehouse in the city for the storing of merchandise and household goods. Brink's express may be called by telephone 1754 from any part of the city. General office, 88 Washington street; storage and warehouse, 132–138 Monroe street. A. P. Brink, general manager; W. B. Wyne, superintendent.

GREAT INDUSTRIES OF CHICAGO

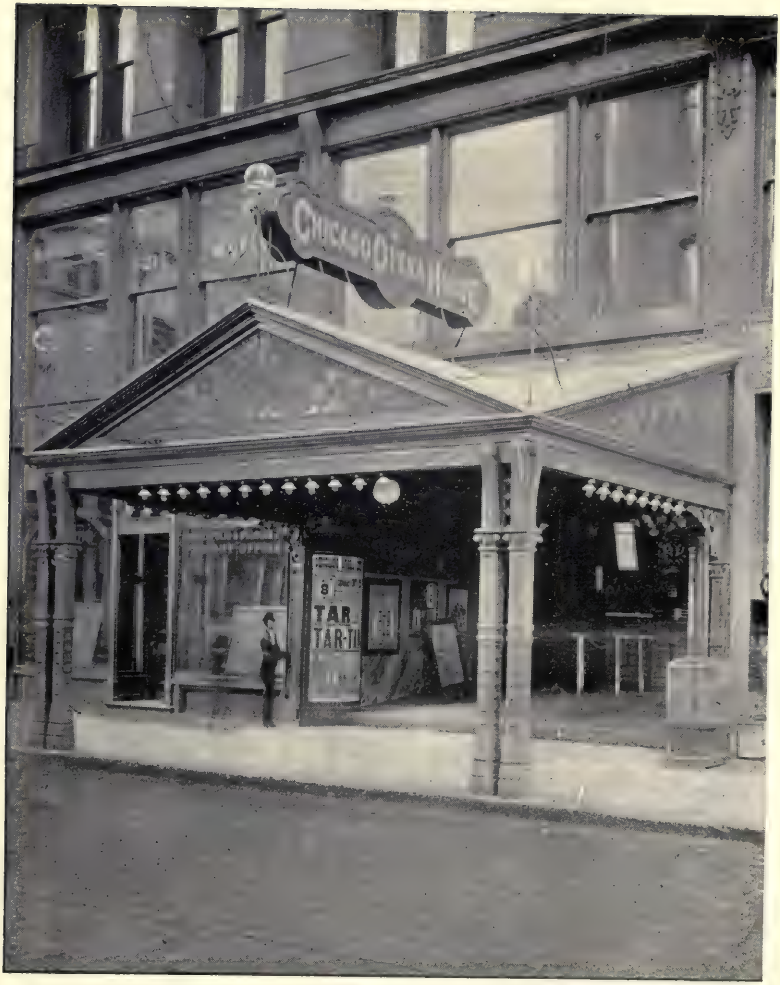
The great industries and great industrial centers of Chicago are among the attractions which we have to offer the visitor. Some of them are among the most remarkable in the world All of them are interesting. We have no London Tower, but we have the Union Stock Yards; we have no Versailles, but we have Pullman. And it is likely that the European visitor, who is tired of the gilded halls of royal palaces and the forbidden walls of ancient prisons, will be refreshed by a visit to the scenes of modern activity which are presented on every side here. The compiler is indebted to Mr. George D. Cope, for much information regarding our iron interests, and to Mr. John Clay, Jr., for facts connected with operations at the Stock Yards. Every branch of productive industry is covered under this classification. The information of a statistical character will be entertaining to all classes of readers, and peculiarly so to those who are interested in the application of mechanics. Not the least important matters treated of are the great agricultural works, the Union Stock Yards and Pullman.

Iron Ore and Coal Sources.—The iron ore districts from which Chicago obtains her principal supplies lie in Michigan, Wisconsin and Minnesota. The coke districts lie in Pennsylvania, West Virginia, Virginia and Kentucky. Coal suitable for steam raising and for use in heating and puddling is, however, obtained near at hand, being mined in both Indiana and Illinois. Petroleum is extensively used for fuel in Chicago iron and steel works. It is conveyed in pipes from Lima, Ohio, to the city. The following statement will show the distances over which these materials are transported to reach Chicago. The longest all-rail haul of Lake Superior iron ore to Chicago blast furnaces is from the Vermilion range mines in Minnesota. The distance is 690 miles. Only a limited quantity of ore has taken that route; but the practicability of winter haulage has been demonstrated. This distance by lake and rail combined from the Minnesota mines to Chicago is about 1,020 miles, of which 70 miles comprises the rail haul to Two Harbors, and the remaining distance covers the lake haul across Lake Superior, through the Sault Ste. Marie and the Straits of Mackinac, and up Lake Michigan to Chicago. The Gogebic mines, in northern Wisconsin and Michigan, whose shipping point to Chicago is Escanaba, on Lake Michigan, are 490 miles from Chicago by rail and lake, but by all rail they are much nearer, say 400 miles in round numbers. The mines of the Marquette range, in northern Michigan, whose main shipping port for Chicago is also Escanaba, are about 375 miles from Chicago by lake and rail, the rail haul to Escanaba running about 75 miles. The all rail route to Chicago would be about 400 miles, or the same distance as from the Gogebic mines. The Menominee range mines are situated nearer to Chicago than the mines of the other Lake Superior districts, being only about 300 miles by rail. By rail and lake, they are 375 miles from Chicago. Of this distance, 75 miles cover the rail haul from the mines to Escanaba, on Lake Michigan. All these figures seem formidable, but lake freight rates are remarkably low for the distance covered, and the rail rates are also very reasonable on account of water competition, as well as competition between several lines of railroad traversing this section. Coming next to coke, another set of long-distance figures is encountered. Coke is hauled to Chicago entirely by rail. It is drawn from several sources of supply—namely, the Connellsville and Reynoldsville regions in Pennsylvania and northern and southern districts of West Virginia. The shortest haul is from the Connellsville region, say 525 miles. The Reynoldsville, or Rochester and Pittsburg, coke district is easily 625 miles from Chicago. The Northern coke region of West Virginia is about 535 miles, and the southern district 600 miles. The bituminous coal used by manufacturers is obtained to a slight extent from western Pennsylvania, to a greater extent from Ohio and Indiana, but principally from the coal fields of Illinois. When drawn from western Pennsylvania, it is hauled by rail at least 500 miles; when obtained from Ohio, it is transported from 300 to 375 miles, and from Indiana about 175 miles. The coal fields of Illinois are but 50 to 75 miles from Chicago. Crude oil is now an important raw material to numerous Chicago manufacturers, who use it for fuel. The principal source of supply is the Lima district, in Ohio, whence a pipe line 200 miles long runs to the southern part of the city. These figures are not given as absolute distances, but are approximately correct, inasmuch as the various districts tapped are themselves of large extent. They serve to show, however, that the manufacturers of Chicago have had to conquer formidable disadvantages in establishing their various enterprises. How well they have succeeded is known to the world. Notwithstanding their remoteness from essential raw materials, they have had countervailing advantages which have enabled them to build up enormous plants, with possibilities of great future growth. The most influential advantages in making Chicago a great manufacturing center have been and are its magnificent transportation facilities.

WATER TRANSPORTATION.—Although Chicago is termed an inland city, because it is nearly a thousand miles from the ocean, it possesses vast marine interests through its location on Lake Michigan, one of the chain of great lakes stretching along our northern frontier. The magnitude of the lake traffic is shown by the statistics collected by the government. (See Maritime Interests.) A limited means of water communication in a southern direction is enjoyed in the Illinois and Michigan canal, extending from Chicago to the Illinois river, navigable for light craft thence to the Mississippi river. The freight transported over this route in 1889 aggregated 917,047 tons. An ambitious scheme in this direction, which has been undertaken by the city of Chicago, contemplates the construction of a grand water-way, not less than 160 feet wide and not less than eighteen feet deep from Lake Michigan to Lockport, Ill., for the improvement of low-water navigation of the Illinois and Mississippi rivers as well as to afford sanitary relief to Chicago. It is expected that the United States government will co-operate in making the connecting rivers navigable for large vessels, so that the lake and the Mississippi river traffic may interchange. Another water-way, called the Hennepin canal, is projected across the upper part of the State of Illinois, also to connect with the Mississippi river.

RAILROAD TRANSPORTATION.—The railroads, however, are the chief factor in conducting the trade and commerce of Chicago. No other city in the world is so well supplied with railroad lines. Twenty-six independent roads run out of the city, diverging to all parts of the United States, Canada and Mexico. These railroads, with their branches and immediate connections, have a total length of over half of the total mileage of the railroads of the country. A belt railroad encircling the city connects with all lines, enabling freight to be easily transferred from one to another without breaking bulk. The immense traffic of this character, however, has so far outgrown the facilities afforded by the belt road referred to that two other intercepting lines have sprung into existence, one of which encircles the city at a distance of twenty-five to forty miles from it. This line is known as the "Joliet Cut-Off." The third belt road, which is known as the Chicago and Calumet Terminal, traverses part of the intermediate territory, intersects a number of important railroads, and will ultimately connect with all lines. To still further facilitate the interchange of freight cars among the various railroad lines, a great union transfer yard is being constructed on the west side of the city. These railroads and their belt-line connections have established a multitude of junction points in the immediate vicinity of Chicago, possessing transportation facilities of the most complete character for industrial enterprises. Raw materials originating on the route of any railroad are thus easily delivered to a factory on any other line by a short transfer, practically taking every Chicago railroad to the doors of every Chicago factory. Manufacturing products are likewise distributed without difficulty over the region traversed by every railroad line. These facilities have stimulated the growth of an unusually large number of manufacturing towns as suburbs of Chicago. Among such suburbs the town of Pullman has become famous by reason of its having been built with a special view to providing workmen with comfortable homes, pleasant surroundings, and everything necessary for their convenience and social enjoyment.

Calumet Iron and Steel Company.—Works located at Cummings, near South Chicago, about twelve miles from the Court House. Take train at Van Buren Street depot, Van Buren and Sherman sts., or at Dearborn Station, Fourth ave. and Polk st., or at Union depot, Canal and Adams sts. The blast furnace is eighty feet high, with a 17½ foot bosh; it is equipped with one Massick & Crookes and three Siemens Cowper–Cochrane stoves, and two blowing engines. The rolling mill has thirty-eight puddling furnaces, six scrap and six heating furnaces, and three trains of rolls—9, 14 and 22-inch. In the puddling department the waste heat is utilized from eight double furnaces to raise steam in eight upright Hazleton boilers, and the system is soon to be extended to twelve. A nail factory with 132 nail machines, and steel works with four 4-ton open-hearth furnaces are at present in disuse. These works have about five miles of railroad track with rolling stock for carrying raw materials; also have a good slip, with facilities for loading and unloading vessels on the Calumet river, emptying into Lake Michigan. They employ, outside of the nail factory, about 1,200 men. The annual consumption of raw material is 100,000 gross tons of ore and cinder; 65,000 net tons of coke; 23,000 net tons of limestone; 40,000 net tons of scrap iron; 26,000 net tons of pig iron; 37,000 net tons of muck and scrap bar; 80,000 net tons of coal; 10,000 net tons of sand; 50,000 barrels of fuel oil. They produce 51,000 gross tons of foundry and Bessemer pig iron; 45,000 net tons of muck and scrap bar: 50,000 net tons of merchant bar.


CHICAGO OPERA
8
TAR
TAR-TU

[Engraved for The Standard Guide Company.]
ENTRANCE TO THE CHICAGO OPERA HOUSE.
[See "Amusements."]

Columbia Steel Car Company.—Organized for the purpose of building steel railroad cars; shops located in the township of Maine, on a tract of 600 acres, recently purchased. It lies on both sides of the Desplaines river, between Desplaines and Park Ridge. The company manufactures railroad cars of all descriptions—postal, baggage, passenger coaches and freight—entirely out of steel, and is already doing a large business. Its postal cars have been running for over a year on different railroads. The offices of the company are at room 14, Rialto building.

Grain Elevators.—The visitor to Chicago will be surprised and interested by a visit to some of the great grain elevators of the city. [See Elevator Storage Capacity.] The greatest elevators in the world are to be found here, and they are more numerous than in any other city on earth. A few figures in relation to one of them will serve as a description for all. A grain elevator of the first-class costs about $500,000; 12,000,000 feet of lumber is consumed in its construction; the outside brick wall is sixteen inches thick; a fire wall, two feet thick, usually divides the building in the middle; the height is about 155 feet; length, 155 feet; as a protection against fire iron ladders run this entire height and on all floors there are electric push buttons communicating with annunciators in engine room, and in the latter department there is also a fire pump with a capacity equaling that of four steam fire engines. Two hundred barrels of water, each accompanied by a couple of iron pails, are scattered about over different floors, and twenty-two chemical fire extinguishers are placed at convenient stations throughout the structure; forty-five fire-plugs, to each of which is attached 1,000 feet of two and one-half inch rubber hose, together with fourteen fire alarm boxes, about complete the precautionary measures for combating the devouring element; the superintendent and chief engineer are located at opposite extremities of the bulky framework, the one in a separate brick office building, with an electric instrument within reach, by which he is enabled to converse with the heads of departments, and the other in a large two-story, fire proof brick building, where he takes pleasure in showing visitors a little bottle of river water after it has been transmogrified in passing through the granite filter. Once every week a fire drill is ordered, the time of turning in an alarm for which is known only to the watchmen in charge. When the alarm is sounded every man takes his place, but no water is thrown. These drills demonstrate that the structure may be deluged with water in exactly seven seconds. It requires 100 employes to run a grain elevator; to move the ponderous machinery a 1,000 horse-power Compound Corliss engine is required, making fifty-six revolutions per minute without varying one revolution in a day's run. This is one of the most elaborately finished pieces of mechanism in existence, and was constructed at a cost of $50,000. The diameter of the drive-wheel is twenty feet, and that of the shaft eighteen inches. Crank bins fourteen inches in diameter and fourteen-inch steel pins are provided, the momentum of which adds impetus to the work of the engine. The main belt is of rubber, 200 feet in length and 5 feet in width. It is the largest bit of ribbon ever manufactured from any material by any firm for any purpose, requiring special machinery in its construction. The chimney of the elevator has a 14-foot base and an altitude of 154 feet.

The manner of handling the grain by these great warehouses is as follows: Upon leaving the cars the grain falls through an iron grating into the hopper beneath the floor, and is immediately carried by the elevator buckets up to the cupola, a distance of 155 feet. There it is discharged over the "heads" of the elevators into scale hoppers, twelve in number, each having a capacity of 2,000 bushels. The first, or receiving floor, is twenty feet in height. The second is called the bin floor. There are 379 bins, or, since a portion of them are divided into three partitions, 428 receptacles in all, each 66 feet in depth, and made to hold from 1,700 to 6,500 bushels, the latter figures representing the capacity of the 379 undivided cribs. Above this floor is the "spout," "turn-table," or "revolver" floor, as it is variously designated. Around each spout are grouped in a circle a dozen or more funnels. The spout revolves and readily connects with these funnels, and by having a number of these revolvers grain is distributed to any of the bins. Next is the scale floor, where twenty-eight large Fairbanks scales do the weighing, and then comes two shaft or machinery floors.

Arriving at the scale floor we find the car loads of grain have been weighed and are being distributed by means of the revolvers into the different bins, according to the various grades. In a small office on the scale floor is a long blackboard lined off into squares and marked with the number of each bin. The grain is never moved without being first weighed, and this slate enables the weigher at a glance to tell what kind and how much grain he has on hand.

When it is desired to ship grain it is drawn from the bins into a hopper on the ground floor, taken up shipping elevators, twelve in number, and discharged into garners above the shipping scales, sixteen in number, and weighed by draughts of 500 bushels at a time, which are equal to 28,000 pounds. It is now run into a shipping bin, whence it is conveyed to the hold of a vessel, for which purpose there dangle from the side of the building sixteen dock spouts. If shipment by rail is desired, a separate track for that purpose enters the warehouse, and the cars are loaded in much the same manner as are vessels, with this exception, that as the grain enters the car it is thrown, by means of an improved bifurcated car loader, in opposite directions, so that both ends of the car are filled simultaneously. On the land side of the building is a long row of windows where wagons may be loaded.

The "marine leg" is worth describing. It is a device ninety feet in length, vertical, consisting of an endless belt in a movable leg, to which belt is attached buckets capable of carrying eighteen pounds each. The elevator is carried on guides, and will lift sixty feet, taking grain from the hold of the largest propeller at the rate of 10,000 bushels an hour. With the marine leg, vessels holding 50,000 bushels are unloaded in five hours.

Our elevators are supplied throughout with every known improvement for successfully conducting this branch of business. Facilities for handling hundreds of tons of grain by means of the elevators are complete. Either a single one or the entire twenty-eight elevators may be run or thrown out of gear at the will of the operators, and the stuff may be tossed about from the bottom to the top of the gigantic building and back again, or from one end of it to the other and return, without the loss of scarcely a berry. On September 25th last, the new propeller America, the greatest carrier on these waters, took her initial cargo, consisting of 95,000 bushels of corn, in one hour and twenty-five minutes.

Grant Locomotive Works.—Located at the corner of Sixteenth street and Robinson ave. Take train at Grand Central depot, Fifth avenue and Harrison street, via the Chicago & Northern Pacific railroad. Capital, $800,000. Edward T. Jeffery, late general manager of the Illinois Central railroad, is president of the company, which has purchased the somewhat famous tract of land known as "Section 21, Cicero." Sixty acres in this tract, at the northwest corner of Sixteenth street and Robinson avenue, have been reserved as a site for the locomotive works. The capacity of the works will be about 250 locomotives per annum, and the entire plant will be completed within two years. Preliminary operations will begin this summer. The works will be the only locomotive manufacturing establishment west of Dunkirk, N. Y. and Pittsburg, Pa. The section is bounded upon three sides by Oak Park, Austin, Moreland, Morton Park and La Vergne, while upon the remaining side, the east, lies Chicago. The works will be a little over six miles from the Court-house. The land itself is owned by the Grant Land Association, a corporation organized in connection with the locomotive works company, and the title is vested with David B. Lyman and Edward T. Jeffery, trustees. The Wisconsin Central railroad runs along the north side and the Chicago, Burlington & Quincy along the south side of the tract. Both roads will have depots at Forty-eighth street, and the company says that both will extend their tracks from the main line and enter the heart of the tract at Sixteenth street. The Twelfth street and Ogden avenue street car line is completed to within a short distance of the purchase. One feature of this huge project deserves special notice. It is the purpose of the gentlemen at the back of this addition to make it one of the great manufacturing points of the vicinity. To aid in the accomplishment of this result a tract of sixty acres has been set apart for manufacturing enterprises. Only first-class establishments will be permitted to locate there. The great locomotive works are sure to be a sort of attraction for other and smaller enterprises, and beyond question this addition will be, in a comparatively short time, the rival of the leading manufacturing centers of the country. The character of the men and the large capital at their command is a guaranty of this fact. The new addition is located upon section 21, which has formed the basis of some interesting recent litigation. It is about thirty feet above Lake Michigan. The natural drainage is as good as one could wish. To give the reader an adequate idea of the immensity of the locomotive works, it is only necessary to state the dimensions of the different buildings. These are as follows: Machine shop, 110 by 370 feet; erecting shop, 80 by 285 feet; blacksmith shop, 80 by 250 feet; hammer shop, 80 by 125 feet; boiler shop, 100 by 250 feet; wood shop, 70 by 230 feet; paint shop, 70 by 170 feet; pattern shop, 60 by 130 feet; foundry, 80 by 260 feet; core-room, 50 by 60 feet; cupola-room, 60 by 80 feet; boiler-room, 50 by 70 feet; dynamo-room, 50 by 60 feet; office building, 45 by 130 feet. The total square feet amount to 195,260. With a mammoth manufacturing concern like this as its foundation, where is the chance to question the future of the enterprise? The importance of the Grant Locomotive Works will be thoroughly understood when the greatness of Chicago as a railway point is taken into consideration. Centering here and having their terminals in Chicago are 60,000 miles of railway. Tributary to these trunk lines and connecting with them are 35,000 miles more. This will closely identify with this great city nearly one hundred thousand miles of railway, and this stupendous mileage makes Chicago the greatest railway center in the world. The railway corporations having their terminals in Chicago own 12,000 locomotives.

Great Western Locomotive Works.—Recently incorporated by Alfred Skinner, Hugh R. Walker and Thomas A. Wigham. Mr. Walker is a practical manufacturer, Mr. Skinner is a Board of Trade operator, and Mr. Wigham is an iron merchant. The financial backing of the enterprise is furnished by Chicago men. Capital stock, $1,000,000. It is to employ 2,000 men.

Illinois Steel Company.—In Chicago and its immediate vicinity there are nineteen coke blast furnaces completed or in course of erection. Of these seventeen are owned by the Illinois Steel Company, one by the Calumet Iron and Steel Company, and one by the Iroquois Furnace Company. The furnaces not completely finished comprise four which are being added to the South Chicago plant of the Illinois Steel Company, and one which is being built by the Iroquois Furnace Company, in the same locality. Engaged in the manufacture of steel, or rolling iron and steel into shapes of various forms, there are seventeen separate plants, of which four belong to the Illinois Steel Company. Included among these are five Bessemer Steel works, two Robert-Bessemer works, three open-hearth steel works, and one crucible works. The products of these steel works and rolling mills consist of steel rails, steel wire rods, merchant bar iron, steel tires, steel beams, splice bars, cut nails, railroad spikes, car axles, steel car-wheels, horse shoes, special shapes for agricultural implements and steel castings. The most important iron and steel works are those of the Illinois Steel Company. The Illinois Steel Company is a corporation formed by the consolidation of the North Chicago Rolling Mill Company, the Joliet Steel Company, and the Union Steel Company. The consolidation was effected May 1, 1889, and brought under one control and management five plants as follows: North Chicago Works, South Chicago Works and Milwaukee Works, of the North Chicago Rolling Mill Company; Joliet Steel Company's Works, at Joliet; Union Steel Company's Works, at Chicago. Other property, such as coal lands and coke ovens, etc., belonging to the separate companies was also included, the whole comprising a property which is capitalized at $50,000,000. The five plants of the company occupy over 500 acres of ground, and the coal lands consist of 4,500 acres, on which there are 1,150 coke ovens. The company own 1,500 cars used in the coke trade, and the internal transportation at the different plants requires the use of 500 cars and forty-two locomotives of standard gauge, besides seventeen narrow gauge locomotives hauling special trucks. There are sixty miles of standard gauge and seven miles of narrow gauge railroad in the yards. The output of finished product for the year ending June 30, 1890, was as follows: Rails, 539,603 gross tons; rods, 49,800 gross tons; bar iron and steel, 56,415 gross tons; billets, 29,295 gross tons; beams and channels, 5,161 gross tons; total, 680,274 gross tons. During four months of the year the largest rail mill of the company was undergoing reconstruction and did not contribute to the above product. The blast furnaces (fourteen in blast) produced during the same period the following: Pig iron, 614,240 gross tons; spiegel, 32,777 gross tons; total, 647,017 gross tons. The Bessemer works (four plants) with a total of nine vessels, of capacities from six to ten tons, produced: Ingots, 751,833 gross tons. The product handled in and shipped from the various works was thus: Pig iron and spiegel, 647,017 gross tons, Bessemer ingots, 751.833 gross tons; rails, 539,603 gross tons; billets, 81,585 gross tons; rods, 49,800 gross tons; bar iron and steel, 56.415 gross tons; beams and channels, 5,161 gross tons; total, 2,131.414 gross tons. In the manufacture of this product there was used in round numbers the following materials: Iron ore, 1,100,000 gross tons; coke, 700,000 gross tons; coal, 200,000 gross tons; total, 2,000,000 gross tons. About 10,000 men are employed in the mills of the company, and the pay-rolls for the year ending June 30, 1890, amounted to about $6,000,000.

It will be noticed that by far the greater part of the product of the Illinois Steel Company is in the form of rails, and in fact, until within a few years, it might be said that the only product of the several works now owned by the company took that form. All the works were originally built to make rails, and for many years the activity in that trade was such that no other product was thought of, but the increase in the demand for other forms of steel has made it necessary to diversify the product, and the company now makes billets, rods and beams, as well as miscellaneous bar iron and steel. A very large open-hearth steel works and plate mill are under way, and a mill for rolling all classes of structural steel will be built in the near future. To provide for the increased output and to make the company independent of outside sources for their supply of pig iron, four new blast furnaces of the largest size have recently been built and will shortly be blown in. When the additions and improvements now under way are completed, the plant of the company will comprise the following: 19 blast furnaces, 1 200,000 gross tons; 4 Bessemer works, 1,100,000 gross tons; 1 open-hearth works, 75,000 gross tons; 4 rail mills, 850,000 gross tons; 2 billet mills, 100,000 gross tons; 1 rod mill, 60,000 gross tons; 1 structural mill, 80,000 gross tons; 1 plate mill, 60,000 gross tons; 1 merchant mill, 75,000 gross tons; total annual capacity, 3,600,000 gross tons.

Three of the plants of the company are located within the corporate limits of the city of Chicago—the North Works, the South Works and the Union Works. One is at Milwaukee, Wis., ninety miles north of Chicago, and one is at Joliet, Ill., forty miles southwest of Chicago. All the works are connected by telegraph and telephone service with the central office in Chicago, and with each other. The following description of each of the plants is necessarily brief, and it will be understood that many details of possible technical interest are omitted.

NORTH CHICAGO WORKS.—Situated on the North branch of the Chicago river, in the northwestern part of the city. Take Chicago & North-Western train at Wells Street depot, Wells and Kinzie sts., to Clybourn Station, or Chicago, Milwaukee & St. Paul train at Union depot, to Works; or Clybourn avenue street cars. This is the oldest of the plants of the company, having been started in 1857 as a mill for re-rolling iron rails. The manufacture of iron has long been discontinued, and the product at present is steel rails, beams and slabs. The plant consists of two blast furnaces, 16 feet by 65 feet, one of which is making spiegel; a Bessemer plant, with two six-ton vessels; a thirty-inch three-high blooming mill, and a twenty three inch three-high mill, which is used for rolling rails and beams. The furnaces were built in 1869, and were originally equipped with pipe stoves, which, within two years, have been replaced by fire-brick stoves of the Gordon and Massick & Crookes type. Ore for these furnaces is brought by vessel and by rail from the Lake Superior mines, and delivered close to the furnaces. The product is chiefly Bessemer iron, but a good deal of spiegel is made from native and foreign ores. All the iron is run into pigs, as the Bessemer plant is not fitted to use direct metal. The Bessemer plant was built in 1872, on the designs of A. L. Holley, and consists of two six ton vessels, five cupolas for re-melting pig iron, three spiegel cupolas, a ladle crane, and three ingot cranes, all arranged on the Holley, or American plan, two horizontal blowing engines, hydraulic pumps, etc. At the time of its construction this was the most completely equipped Bessemer works in America, and, for a plant of its relatively small size, has done remarkably good work. Very few changes have been made in the machinery and equipment, and it is now somewhat antiquated, but still capable of giving a good account of itself. Ingots (three-rail) are heated in coal furnaces, bloomed and cut to single rail lengths, as the mill arrangements will not permit the rolling of longer lengths. The blooms are re-heated in coal furnaces. The rail mill rolls the usual patterns of rails and beams up to fifteen inches depth. Pieces are handled at the rail train with hooks and tongs in the old-fashioned way, and it may be noted that this is the only mill of the company where this is now done. Some historical interest attaches to these works from the fact that in the old rail mill the first steel rails made in America were rolled May 24, 1865, from blooms made at the experimental Bessemer Works, at Wyandotte, Mich.

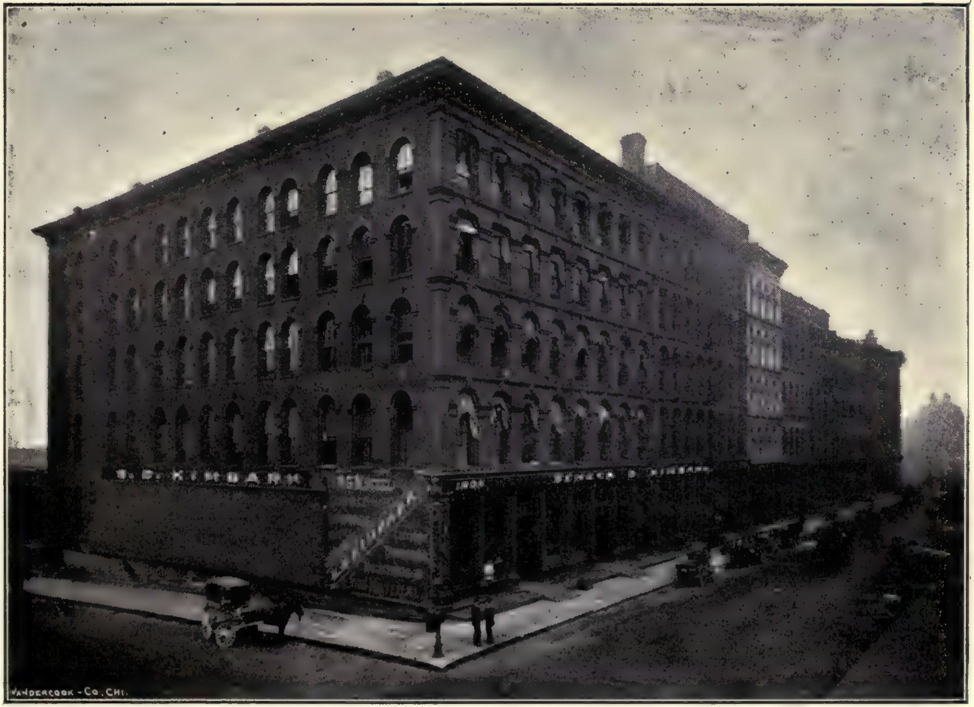
SOUTH CHICAGO WORKS.—This is the largest of the company's works, and is situated on the shore of Lake Michigan, twelve miles south from the Court-house. Take Illinois Central train, foot of Randolph, Van Buren, Sixteenth or Twenty-second streets, for South Chicago. The facilities for receipt and shipment of material, both by vessel and rail, are excellent. The largest steamers plying on the lakes bring ore to the docks, and three railroad lines come into the yard, furnishing connection with the entire railroad system of Chicago. The site of this plant was in 1880 a sand beach, barely above the level of the lake. In that year the erection of four blast furnaces was begun, and in 1881 ground was broken for the Bessemer and rail mills. The plant now in operation consists of four furnaces, 21x75 feet; a Bessemer plant with three 10-ton vessels; a 40-inch 3-high blooming mill; a 27-inch 3-high rail train, and all facilities for handling a large output of rails, which at present is the only product. Four more blast furnaces, 21x85 feet, are ready to blow in; an open hearth steel plant and plate mill are under way, and a new harbor, 200 feet wide by 2,500 feet long, has been built for the accommodation of vessels bringing ore to the docks. The four blast furnaces now at work, and furnishing about 800 tons of metal per day, have 12 Whitewell stoves, eight blowing engines, and an excellent equipment in every respect The metal from them is used direct in the Bessemer works, to which it is conveyed in ladles up an inclined track. Ore for these furnaces is received almost entirely by water, and vessels are unloaded into an ore-yard back of the furnaces covering 300x1,200 feet. The machinery for discharging vessels is exceptionally rapid in its operation, and vessels can be unloaded at the rate of 250 to 300 tons per hour. The Bessemer works began operation in June, 1882. There are three 10-ton vessels working to one casting pit, three ladle cranes, four ingot cranes, two horizontal blowing engines, pressure pumps, etc. Four spiegel cupolas and two iron cupolas for remelting pig, occupy separate houses on opposite sides of the converting building. The ladles with iron and spiegel pass in front of the vessels. A large building in the rear of the vessels is devoted to making bottoms, lining ladles, etc. The vessels are made with removable shells on Holley's plan, with a powerful hydraulic lift under each for handling the shells and changing bottoms. A new blowing engine and boilers are being added to this plant, the intention being to insure a large output. The largest twenty-four hours' work of this plant to date has been 1,400 tons of ingots. The steel is cast into ingots sixteen inches square and making six rails each. The ingots are taken from the pit and conveyed in an upright position to the soaking pits (which are not Gjers' pits, but holes containing eight or ten ingots, fired with gas passing through regenerators), and after heating are taken to the blooming train. Here an ingot is reduced in nine passes to a bloom eight inches square, which is cut into two blooms, each making three rails. Ordinarily these blooms are rolled direct to rails, but a furnace is provided for reheating any that are too cold to roll. The rail train is in two parts (each driven by a separate engine), placed parallel to each other and 80 feet apart. The bloom after roughing (five passes) in the first train goes to the second in which it makes four passes and then returns to the first train, where it is finished to a rail in four passes. This train replaces a 26-inch 2-high reversing mill, put down in 1882, and the arrangement of the train in two parts was made necessary by the limitation of the size of the building in which the old train stood. The rail then passes to the saws and hotbed, and to a very complete finishing house where it is straightened, drilled, inspected and loaded on cars. The completion of the new furnaces, the open-hearth plant and the plate mill, will make these works the largest establishment in the country. In anticipation of this the company have erected a fine office building and a laboratory, which is the largest and best of its kind. Nearly all the ore for the supply of fifteen furnaces is unloaded at the docks of this plant, and a large part of it sent by rail to the Joliet and Union Works. To provide for this immense business, which must be done in seven months of the year, the new harbor and ore-handling machinery have been put in, and it is expected that shortly 5,000 tons of ore will be handled per day on the new dock. An interesting detail of this plant is the use of crude petroleum for firing boilers. The oil is delivered to the works by a pipe connecting with the main pipe from Lima, Ohio, 208 miles distant.

MILWAUKEE WORKS.—This plant is situated on the shore of Lake Michigan at Bay View, a suburb of Milwaukee, Wis., and occupies a very fine site, with ample room for extension. Take Chicago & North-Western train at Wells Street depot, Wells and Kinzie streets, or Chicago, Milwaukee & St. Paul train at Union depot, Canal and Adams streets. This is the only works of the Illinois Steel Company where manufactured iron is produced, the other plants being devoted to steel. It was built for a rail mill in 1868, and enlarged and adapted to merchant iron work in 1874 and 1884. The product is now miscellaneous bar iron and steel, fish-plates, light rails and nails. There are two blast furnaces, 17x66 feet, built in 1870, and lately remodeled and equipped with fire-brick stoves. The product is mostly forge and foundry iron and some Bessemer iron. Ores are brought from the Lake Superior mines and from an interesting deposit at Iron Ridge in Wisconsin. This latter ore is a red oolite, with 55 per cent. iron and over 1 per cent. phosphorus, is cheaply mined and makes a pig very suitable for the base Bessemer process. The mills are provided with eight trains of rolls, from eight inches up to twenty-two inches in size, puddling and heating furnaces, both coal and gas fired, producers, etc., and machinery well-adapted to the class of work turned out. There is a well appointed nail factory with 100 nail-cutting machines. This plant will probably continue to produce manufactured iron, but the increase in the demand for steel products, now rolled from steel made at other plants, will soon necessitate the erection of a steel works to make basic ingots.

UNION WORKS.—This plant is located in the southwestern part of the City of Chicago, on the south branch of the river. Originally built as an iron rail mill in 1863, a Bessemer plant was afterwards added, in which, on July 26, 1871, the first Bessemer steel produced in Chicago was made. Blast furnaces were later erected, as also plate and bar mills, a rod-mill and a wire-drawing plant. In 1884 the property came into the hands of the Union Steel

Company, and was thoroughly remodeled, a large part of the machinery and buildings being removed and replaced by modern appliances. The product at present is entirely rails. There are four blast furnaces, two 14 by 72 feet, and two 16 by 75 feet, supplied with an excellent equipment and doing very good work. The metal is run into pigs, as the Bessemer work does not use direct metal. In the Bessemer plant there are two 10-ton vessels working to one pit, five iron cupolas, four spiegel cupolas, two ladle cranes, four ingot cranes, three blowing engines, the necessary hydraulic pumps, etc. This plant made its first blow May 31, 1886, and enjoys the distinction of having made the largest product with two vessels of any plant in America. During the year ending the 30th of June 1890, 318,000 tons of ingots were turned out; the largest month's output was 36,200 tons, and the largest twenty-four hours' output was 1,639 tons. Ingots 15-inches square are cast, making four rails each, and are heated in soaking pits fired with gas, and rolled in a 36-inch 3-high blooming mill to blooms 7½ inches square and cut to 2 rail lengths. These are then rolled without reheating in a 25 inch 3-high train, provided with tables for handling the rails at the rolls. This train is driven by one engine and has rolled 1,312 tons of rails in twenty-four hours, 28,490 tons in a month and 260,000 tons in the year ending June 30, 1890. A separate finishing house provides ample facilities for handling and shipping a large product. Rails from 50 to 90 pounds per yard are rolled in this mill. The steam fuel used at this plant is crude petroleum, which is delivered in tank cars and pumped to the several departments. The railroad connections to the Union Works are ample, but the yards are somewhat crowded, owing to the situation in a thickly built part of the city. Ore was formerly received by vessels, but now comes by rail from the South Works, where it can be more cheaply and quickly handled.

Joliet Works.—This works was started as an iron mill in 1870, and a Bessemer works and steel rail mill on Holley's designs were added in 1873. Two blast furnaces were built in 1873, the Bessemer and rail mill were remodeled in 1885, a Garrett rod mill was put down in 1888, and a third blast furnace was completed in 1890. The product is now rails, billets and rods. Although ores for this plant have to be transported by rail from Chicago or the mines, there is yet a considerable advantage in the location of the works, and one which determined the original installation, namely, the ample and cheap supply of coal for steam and heating purposes, which is obtained from the Illinois coal fields, at no great distance from the works. The railroad connections are very good. The blast furnaces are 20 feet by 80 feet, and are furnished with fire-brick stoves of the Gordon, Cowper and Massick & Crookes type; Their product is Bessemer metal exclusively, which is used direct in the Bessemer works, to which it is conveyed in ladles, up an incline, crossing two main lines of railroad by an overhead bridge. The Bessemer plant contains two 8-ton vessels, cupolas for remelting pig to supplement the direct metal from furnaces, spiegel, cupolas, hydraulic cranes, blowing engines, etc., all of good and modern types. A great deal of special low carbon steel is made for billets, etc., besides the usual rail steel. The rail mill comprises gas and coal-fired furnaces, a 36-inch 3-high blooming train, and a 24 inch rail train in two parts, each driven by a separate engine. The rail train is fed by an ingenious arrangement of troughs and tables, which is also used in the rolling of billets, which are made in the same train. After leaving the train the billets are cut to lengths by a hydraulic shear which works with great rapidity, and dropped under a conveyor consisting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[See "Guide."]

of a chain of rollers kept in motion by an engine. The billets thus travel at twice the speed of the rollers, and are carried several hundred yards to the rod mill, where they are automatically dumped in piles. Some 350 tons of 4-inch billets have been rolled and conveyed in twelve hours. The rod mill is of the most modern Garrett type, and is turning out a large product, over 5,000 tons of No. 5 rod having been rolled in a single month. There are two engines driving the sections of the train, and the mechanical details, including the reels, are of the first class. Very complete offices are accommodated in a handsome building of the limestone for which Joliet is famous, and an interesting and uncommon feature is the Athenæum, a very completely appointed club house and library for the accommodation of the employes. This institution was built by the Joliet Steel Company before the consolidation, and affords to every employe, at a merely nominal charge, the advantages and conveniences of a first-class library and club.

John H. Bass Car-wheel Works.—Situated at Clark and Forty-seventh sts., on the Chicago, Rock Island & Pacific railroad. The main foundry building is 100x174 feet, and its daily capacity is 192 car wheels and ninety tons of other castings, which make an aggregate capacity of 150 tons. These works employ 400 men. The Chicago works form only a small part of Mr. Bass' iron-manufacturing enterprises. His Fort Wayne works, at Fort Wayne, Ind., 148 miles from Chicago, cover between twenty-five and thirty acres. The daily wheel capacity of the foundry is 700 car wheels. The total daily capacity of the foundry is 300 tons of car wheels and other castings. Other departments embraced in this plant are machine, boiler forge and millwright shops, all of which are in full operation. The Fort Wayne Iron Works, also owned by the same gentleman, comprise large foundry and machine shops. The total force of hands employed by him in Fort Wayne numbers about 1,500. At St. Louis, Mo., is still another plant, consisting of one foundry, 80x475 feet, and a second, 60x250 feet, having a daily capacity of 200 car wheels. The foundry capacity besides car wheels is 100 tons daily of general castings, or 175 tons in the aggregate. A machine shop is operated in connection with these foundries. The St. Louis works employ from 400 to 500 men. Mr. Bass also owns an iron property consisting of 18,000 acres in Alabama, on which he operates a charcoal blast-furnace, manufacturing a large portion of wheel-iron. Other local manufacturers of cast-iron car wheels are the Union Foundry and Pullman Car-wheel Works, the Chicago Car-wheel Company, the Barnum-Richardson Manufacturing Company, the C. A. Treat Manufacturing Company, the Wells & French Company, and the United States Rolling Stock Company.

Joseph Klicka.—Located at 114-116 South Jefferson st. Established 1877. A great room and picture-frame molding manufactory. Employs about 100 hands, and supplies dealers in nearly every State and Territory in the country. The mill is handsomely fitted up with ingenious machinery and is worthy of a visit.

Kearns & Orme.—Located at 52 Michigan street. Manufacturers of the celebrated Kearns' Pop Safety Valve, the most sensitive, effective and durable safety valve made. These valves are made of the best material and workmanship and under the direct supervision of skilled mechanics, thereby guarding against all ordinary defects of construction. They have a world-wide celebrity.

Kurz Bros. & Buhrer.—Located at 832, 834, 836, 838 and 840 Austin avenue. Manufacturers of light gray iron castings. The buildings cover 120 by 300 feet; capacity, 15 tons per day. There are 120 men employed. All kinds of agricultural, architectural and hardware castings are turned out here, and, besides, a large business is done in japanning and galvanizing.

Lake Side Nail Company.—Situated at Hammond, Indiana. Take train at Van Buren Street depot, Van Buren and Sherman sts., or at Dearborn Station, Fourth ave. and Polk st. This company manufactures steel cut-nails exclusively. Their plant consists of two 3-ton Bessemer converters, four Smith gas-heating furnaces, two trains of 22-inch rolls, and 101 nail machines.

Lemont Stone Quarries.—When the County of Cook built the "old original Court-house" in 1851 and '52, it was decided by the people and the wise rulers of the county that there was no suitable stone material in the vicinity of Chicago for the purposes of permanent building. After looking the country over it was decided that Lockport, N. Y., furnished the most desirable and conveniently accessible material, and the stone for this building and the wall around it was actually transported over 500 miles. But the building growth of Chicago was not to be retarded for the want of durable and accessible cheap building material, and certain of her enterprising citizens, who had been connected, or were familiar, with the construction of the Illinois & Michigan canal, notably among whom being A. S. Sherman and Mr. H. M. Singer, still of this city, concluded to open up the deposits of stone at Lemont, which the cutting through of the canal had developed. From these small beginnings has grown up one of the largest, most important and prosperous industries of the city. These quarries have not only contributed largely to the material growth of the city by furnishing an accessible building stone for all purposes, from the foundation stone to the roof coping, besides flagging, curbing and rubble stone for sidewalk and street improvement, but coarser material for riprap, from which the Government, the Illinois Central Railroad and all other breakwater works in this vicinity have drawn their supplies. The business increased to such an extent that in 1889 there were 7 large concerns engaged in quarrying and supplying stone for Chicago and the surrounding markets at Lemont, besides some 18 other companies at Joliet engaged to a greater or less extent in the same business. In October of that year a number of Chicago capitalists and business men conceived the idea of forming one large company which would concentrate the management of a number of these companies, thereby reducing the running expenses to a minimum degree, and by centralizing the business and management be enabled to attend to the wants of the trade with more promptness and dispatch and securing better results for the outlay of their capital and the exhausting of the quarries, which for various causes had been largely interfered with by unscrupulous competition and all its attending evils. So the Western Stone Company was formed, and acquired by purchase the property of six of the large concerns at Lemont and Lockport, and is now actively engaged in operating all of the quarries, manufacturing and dressing all kinds of machine-dressed and mill-work limestone. The company owns 26 canal boats, seven steam canal barges and two steam tugs used in the transportation of their products from the quarries to Chicago, besides shipping extensively by rail. They operate 10 steam stone planners and 17 gangs of saws in manufacturing flagging and sawing stone. With a practically inexhaustible supply of stone of convenient and easy access to Chicago by

Lumber District.—Situated in the southwestern part of the city, from five and a half to seven miles from the City Hall, along the south branch of the Chicago river. It may be reached by Canalport ave., Blue Island ave. or South Halsted st. cars. It extends from the south branch west beyond Western ave., and practically occupies all of the southern part of the territory covered by Western ave., Oakley ave., Leavitt st., Hoyne ave., Robey st., Lincoln st., Honore st., Wood st., Paulina st., Ashland ave., Charlton st. and Loomis st. Here the visitor will find mile after mile of lumber yards laid out into streets and alleys, where thousands of men are constantly employed in "shoving" the boards as they are received from vessels in the river, or in loading them on to long lines of freight cars. Here, too, are to be seen some of the greatest sash, door, blind and planing mills in the world. The lumber district is a district all to itself. Foreign labor of all kinds is employed here, but the Bohemians are in the majority. In the lumber season it is interesting to watch the unloading of vessels, to see how rapidly a cargo is discharged, and to notice with what skill the boards are piled in the yards. A number of serious riots have occurred from time to time in the "lumber district," the result of labor strikes. Of late, however, the laborers have quieted down. Building associations have grown up among them; many own their own homes, and the conservatism which everywhere follows the possession of property is felt here.

McCormick Harvesting Machine Company.—Cyrus H. McCormick, president; Eldridge M. Fowler, vice-president; E. K. Butler, general manager. Offices, cor. Wabash ave. and Congress st.; works four miles southwest, on the south branch of the Chicago river, at the corner of Blue Island aves., accessible from the business center of the city, via Blue Island avenue street-car line.

That guide to Chicago would be lacking in completeness which should omit from its pages at least a cursory description of this mammoth institution; an establishment of such magnitude in itself, and of such world-wide scope in its influences, as to make it the paragon of nineteenth century business enterprise. The signal of the great success attained by this company was sounded when the click of the first McCormick reaper re-echoed from the hill-sides of old Virginia in 1831. The scale since then has ever been an ascending one, and each new year succeeds the old to find the McCormick a full giant's stride in advance of the position it occupied when the last preceding record was made up. Comparisons need not be given here to show this steady progress upward and onward, but in a general way we may speak of the McCormick works as they are to-day. Upon approaching the locality, of which they are the conspicuous center, their magnitude is at once apparent, and in wondrous contemplation we view the scene—the spacious yards; the multiplicity of substantial manufacturing buildings; the long line of warehouses; the McCormick railroad engine, plying back and forth over the miles of track within the enclosure of the works; the expanse of dock frontage, where the largest lake vessels are constantly loading and unloading their cargoes at the very doors of the works—added to this, the busy buzz and hum and whirr of tireless machinery, the clanging of steel and iron, the industrial music of a thousand hammers in a veritable "anvil chorus," the never-ending "thud, thump and thud" of the imported raw material as it is unloaded from car or steamer, and its equally-continuous counterpart in acoustics, resultant from the inversion of the process, whereby the completed machines are consigned to other cars and other steamers, outward-bound for other shores, carrying the McCormick to all parts of the world—to every clime whose summer sun ripens golden grain. All this it may well be imagined prepares one, before entering the works proper, to accept the truthfulness of the assertion, oft reiterated and never disputed, that the McCormick works annually produce more grain and grass-cutting machines than any other establishment in the world.

Inspection of the Works.—On a tour of inspection through the works what do we see and learn? Briefly, that the floor space utilized in the various departments aggregates more than thirty-seven acres; that 2,000 skilled mechanics are employed in moulding and fashioning the individual parts of machinery for their final splendid consolidation in the McCormick harvesters, reapers and mowers; that in the prosecution of this work there were consumed during the year, ending August 1, 1891, 17,400 tons of special bar iron and steel, 2,400 tons of sheet steel and 21,000 tons of castings, besides over 8,000,000 feet of lumber, used chiefly in boxing or crating machines for shipment. Very little wood, be it remembered, enters into the construction of the McCormick product; none—in fact, save that used in the tongue and, possibly, one or two minor parts—a portion so small that the McCormick harvesters and mowers are rightly termed "Machines of Steel." In further elaboration of the above figures, the Company's books show that 13,671 cars of freight were handled by them last season, and that the number of machines sold reached the amazing total of 121,780! Think of it! Even in this day of gigantic achievements the manufacture and sale by a single establishment of 121,780 machines, for cutting grass and reaping and binding grain, during the briefly-passing period of a twelve-month, is a wonderful performance. Had this great number reference merely to such implements as the old-time hand-sickle and scythe, it would still be no small feat; but, when it is remembered that these are all modern machines, to be drawn by horses, and that their weight is from 650 to 1,300 pounds each, the fact is most stupendously presented; but, being a fact, must so stand upon the pages of recorded history. To facilitate the handling of this enormous output the McCormick works are most admirably equipped, there being covered sheds from the warehouse, from which fifty cars can be loaded and dispatched in a single day. This seems like a large number, but when it is considered that two days will suffice to manufacture these fifty carloads, that they should be loaded and shipped in one day is not a great achievement. "What!" you exclaim, "twenty-five carloads of McCormick machines *manufactured* in a single day?" It is is even so; yea, more than this: for many months of the year the busy artisans of these great works succeed in turning out a complete machine during every minute of every hour of every day. The running of an establishment to this seeming incredible capacity is possible only as the result of a system; a system, the knowledge of whose details must challenge the admiration of man. In short, so thoroughly systematized are all departments, and so felicitous are the operations of the specially-designed machinery used, that the managers are confident that in no manufacturing establishment in the world is material worked into completed forms so cheaply and so expeditiously as in the works of the McCormick Harvesting Machine Company.

SECRETS OF SUCCESS.—The unrivaled success of the McCormick Company, and its proud position in the industrial and commercial world is such that one is involuntarily prompted to ask the secret thereof; to learn of those seemingly-hidden mysteries whereby such pre-eminence is attained. With the McCormick Company, however, these secrets, these mysteries, exist only in the seeming. There are two fundamental rules for an enviable success in legitimate business, especially that branch of business represented by the transactions of the buyer and the seller: First, the seller must have an article or a commodity which the buyer really wants, and, secondly, the buyer must be accorded uniformly fair and honorable treatment at the hands of the seller. Would the reader know how well this second requirment is observed by the McCormick Company, he is respectfully referred to the reputation that Company has builded in the past half century; to the hundreds of thousands of agriculturists of all lands with whom they have had business relations. As to the condition precedent—the production of an article which is wanted—it is not probable that it is so nearly fulfilled by any manufacturing establishment in the world as by the McCormick Company, and if we have digressed from those topics suggested by a visit to their works, we return now to speak more fully of this particular feature, with which one is most favorably impressed. We refer to the experimental department. The immediate success of the McCormick machines and their many patented improvements that appear from time to time, is due to the fact that all experimenting is done by the manufacturers, so that when a machine is placed upon the market and labeled "McCormick" the public knows that it has passed the experimental stage and will accomplish the results for which it was designed. At the McCormick Works new ideas presenting the possibility of practicability are not accepted until possibility has been reduced to certainty. Entire machines are built, taken into the field and given thorough tests under all conditions. They are not foisted upon the farmers simply because they *seem* to possess merit. All doubts must first be removed ; the McCormick Company is not willing that its experimenting should be done at the expense of its patrons.

A CURIOSITY.—One of the curiosities in the possession of the McCormick Company is a time-worn and weather beaten specimen of the original Reaper, as invented by the late Cyrus H. McCormick, the first practical machine that ever entered a harvest field, and the admitted "type and pattern after which all others are modeled." What volumes the storm-buffeted old landmark speaks to the grey-haired man of the middle west! Why, to watch the old McCormick Reaper was the delight of his earliest boyhood, and, standing in its august presence now, he lives over again the sunny days of life's June, the while the dear remembered faces of father and mother come back to him, and in fancy he feels the "touch of a vanished hand"—hears the "sound of a voice that is still."

AT THE HEAD OF ITS CLASS.—But we must pass on. Indisputably at the head of its class, manufacturing more than one-third of the world's entire output of grain and grass-cutting machines, a detailed showing of the vast annual product of the McCormick Harvesting Machine Company, and a recapitulation of its widespread business interests would be an undertaking beyond the scope of this volume, embracing as it necessarily would a compilation of facts and figures of such magnitude, of such stupendous proportions as to well-nigh establish an abiding faith in the mystic magic of the genii of old, and to tear the veil of skepticism from the wildest prophesies of the seer of today. What has here been touched upon must be accepted only as an intimation of the actuality. To the reader, the compiler of the Guide would simply say in conclusion, "Go and see for yourself." The verdict of the world accords the palm to the McCormick and the world's verdict is always an impartial one.

Norton Brothers' Works.—Situated at Maywood. Take train at Wells Street depot, Wells and Kinzie streets. These works manufacture tin cans for packing fruit, vegetables, etc. Automatic machinery, the invention of Edwin Norton, shapes the tinplate for can bodies, forms and solders them, attaches top and bottom, tests them for leakages, counts them and afterwards delivers them in the warehouse or in cars for shipping. The devices here used are of a most ingenious character, and almost entirely dispense with hand labor. A machine, also invented by Edwin Norton, is in use in this establishment for rolling molten solder directly into sheets. The Norton Fluid Metal Rolling Company have been sufficiently successful in adapting this process to the production of sheet steel to warrant them in building a plant for regular work. This is now in course of erection and is intended to produce sheet steel for the manufacture of tinplate of which Norton Brothers are the largest consumers in the world, being interested in can factories, working under their automatic system, at New York, San Francisco and Hamilton, Canada, the combined capacity of which is a daily production of 800,000 cans for fruits, vegetables, oysters, etc. As showing the capacity of this firm to handle vast quantities of cans and to supply other sections in case of a dearth of cans, such as occurred this season in the East, it may be stated that they loaded into cars and shipped during one week in 1890 over 2,500,000 cans, shipping two trains of about thirty cars each to Baltimore, at the same time handling their regular Western trade.

PULLMAN.

Pullman to-day represents the most advanced and improved example of city construction which the world has seen, and it is carefully studied for its suggestive value by men of science, capitalists, economists and students of social science throughout the world.

Pullman is unquestionably one of the greatest attractions Chicago has to offer her visitors. It is situated on the west shore of Lake Calumet, fourteen miles south of the Court House. The extreme length of the town is about two miles in a north and south direction, and it is half a mile in average width. The surface of streets around the Arcade is about nine feet above the level of the lake, permitting good basements for buildings. The land rises to the north and west, and the surface at the foundry is fifteen feet above the lake level. All improvements in the way of drainage, paving, sewerage, gas and water, preceded the population, or were put in when the houses were built. Pullman has a population of 11,783 (September, 1891), and 6,000 operatives are employed in all the industries here, and their average earnings are $2 a day, or over $600 a year each. These earnings averaged $610.73 each in the Pullman industries for the fiscal year ending July 31, 1891. In no other place are all workmen so well provided for as here. The following are facts of interest given in alphabetical order:

Arcade.—This structure, 256x164 feet in size, contains on the first floor all the stores of the place, the bank, and post-office. The second story is used for offices, the library, and theater, and the third for lodge-rooms. It is heated by steam.

Arcade Theater.—This theater will accommodate an audience of 1,000, and is furnished with all modern conveniences. A good play or concert is given here once a week, and at prices about one-half of those charged in Chicago. The drop curtain is the finest painting of the sort in the West.

Art.—The town and shops were built under the supervision of artists and architects, and it is the only town in the world built artistically and scientifically in every part. Artists are employed in the decoration of cars inside and outside, and a large force is engaged in carving.

Allen Paper Car Wheel Works.—These works have a capacity for building 12,000 wheels a year. The Allen wheel consists of a steel tire, an iron hub, and a hard paper center, or core four inches thick, protected on either side by boiler plates, and all accurately bolted togeter with an inner and an outer row of bolts passing through the metal and paper. It is used under sleeping cars and other costly cars and it will run 500,000 miles. These wheels cost from $40 to $65 apiece.

Athletic Association.—This association consists of 150 members, and within it are ball clubs, rowing crews, cricket clubs, etc., and they have a play-ground of about ten acres and an island with boat houses and race tracks and grand stands.

Accidents.—A liberal policy is adopted toward workmen who are accidentally injured, and, when necessary, provision is made for them in Chicago hospitals which are easily accessible.

Architecture.—In selecting the architectural style to be followed at Pullman, it was deemed necessary to choose one that could be adapted to the great variety of buildings devoted to different uses. In general terms the style employed might be designated the round arched or Romanesque, without the Byzantine details for the great shops and principal buildings. It may be said that the dwellings suggest a simplified modification of the Queen Anne style of architecture.

Amusements.—The island and the play-grounds furnish every opportunity for healthful exercise and out-door amusements. Rowing upon Lake Calumet is a common pastime. There are annual games and regattas and cycling races, which are attended by amateur athletes from all parts of the country, and which are witnessed by thousands of spectators.

Band—(See Music.)

Bank.—The Pullman Loan and Savings Bank, in the Arcade, now (December, 1891,) has 1,950 savings depositors, and their deposits aggregate half a million dollars.

Brass Works.—(See Union foundry.)

Blacksmith Shops.—These shops form a portion of the car works, and run 125 forges for the smaller forgings used in car construction.

Birth Rate.—346 children were born here during the fiscal year ending July 31st, 1891, or thirty per 1,000 of the population.

Brickyards.—These immense brickyards have a capacity for turning out 30,000,000 of brick a year. The clay for them is dredged from the bottom of Lake Calumet. The bricks are all machine made. The dredged area will be useful when the lake is made into a harbor.

Blocks.—The size of a block here which will contain tenements for from fifty to 100 families is 660 by 330 feet. Twenty-five blocks are now occupied by dwellings.

BUILDINGS.—There are brick tenements for 1,760 families; there are seventy frame tenements in the place. These brick buildings contain all the modern improvements—gas, water, etc., and good basements, which in many cases are used for kitchens and dining-rooms.

BUSINESS HOUSES.—Business men rent stores in the Arcade or stalls in the Market building. The Pullman Company has no business interest in these mercantile establishments, but merely rents rooms to business men. Pullman has the best of markets and stores of all kinds.

CALUMET RIVER—This stream south of Pullman flows five times as much water as the Chicago river, and will, in the near future, furnish from forty to fifty miles of wharfage. The government is improving the r.ver from its mouth to 200 feet in width and sixteen feet in depth.

CARS.—Cars of every description are made here, the shops having a capacity for turning out each week three sleepers, twelve passenger cars, 240 freight cars, and several street cars, the number depending upon the value of the cars. With the exception of glass, blankets, car springs and plushes used in upholstering, everything for the best cars is manufactured at Pullman; all marble work, glass embossing, mirror-making and electroplating are done here.

CALUMET MANUFACTURING COMPANY.—This company makes paints which are used here, as well as for the outside market.

CEMETERIES.—In the immediate neighborhood there are cemeteries as follows: On the north is Oakwoods, and on the west are Mount Greenwood, Mount Olivet and Mount Hope cemeteries.

CENSUS.—Enumerations of the people have been taken as shown in the following tabular statement:

ENUMERATIONS.

Dates.	Population.	Dates.	Population.
January 1, 1881	4	July 28, 1885	8,603
March 1, 1881	57	July 1, 1886	8,861
June 1, 1881	654	October 1, 1886	9,013
February 1, 1882	2,084	October 1, 1887	10,081
March 8, 1883	4,512	July 1, 1888	10,560
August 15, 1883	5,823	July 1, 1889	10,610
November 20, 1883	6,685	July 31, 1890	10,680
September 30, 1884	8,513	September 30, 1891	11,783

The last census showed 6174 men, 2,189 women and 3,420 children or a total of 11,783 persons.

CHICAGO.—Pullman is now in the Thirty-fourth Ward of Chicago, the city containing 1,250,000 population. Chicago has no parallel in the history of cities. Melbourne and San Francisco have grown up simultaneously with it, but it is nearly twice as large as both those cities. Its area is now 183½ square miles. It is the second city in the Union, having added three-fourths of a million of people to its population in ten years.

CHILDREN'S WORK.—As yet, only a few children work in the factories here, probably 100 in all.

CHURCHES.—Pullman now has eight different church societies and a number of handsome church edifices.

CORLISS ENGINE.—This beautiful engine ran the machinery at the Phiadelphia Centennial Exposition. It is rated at 2,500 horse-power. Connected with it are 3,268 feet of main shafting. Over ten miles of belting convey power to machinery in the Pullman shops. This engine weighs 700 tons.

Columbia Screw Company.—Here metal screws of all sorts are made, the average daily product, December, 1891, being 1,500 gross.

Dairy Farm.—This farm, on the Calumet River, keeps from 80 to 100 cows; the milk is all sold in Pullman and vicinity.

Drainage.—A system of drains and laterals takes all the atmospheric water from roofs and streets into Lake Calumet. The drainage of the town is perfect, and preceded the population, it being put in simultaneously with the building of the houses.

Death Rate.—(See Health.)

Dry Kilns.—The shops have extensive dry kilns for drying the lumber used in passenger and sleeping cars.

Drop Forge Company.—Here are made all manner of drop forgings, as well as 1,500 pairs of steel shears a day.

Dwellings.—(See Buildings.)

Dredging.—A dredge is in constant use taking clay from the bottom of Lake Calumet for the brick yards, and at the same time excavating channels for the future use of shipping.

Depots.—There are now eight railway depots, which render all portions of the Pullman lands easily accessible.

Doctors.—There are now four resident physicians here, one-quarter of the average number in the United States for such a population.

Engines.—There are seventeen different steam engines in and around the Pullman Car Works and they are rated at about 9,000 horse-power.

Electric Lighting.—The paint shops of the freight car works are lighted by 66 arc lights, each of 1,200 candle-power and about 1,000 incandescent lamps are used in other portions of the works.

Electro Plating.—All kinds of plating are done in this department, and here are finished the metal trimmings used in cars, such as curtain rods, brackets, pumps, locks, hinges, sash trimmings, door knobs, etc. The department employs 100 operatives.

Flats.—(See Buildings.)

Freight Car Shops.—The capacity of these shops is forty finished cars a day, or one for every fifteen minutes of working time.

Fire Department.—This is now under the city fire marshal.

Flora.—All the flowering plants which thrive in this latitude are grown at the greenhouses here, and are used for adorning the parks and gardens.

Foundry. (See Union Foundry.)

Fuel.—In what might be termed the Pullman industries alone, about 50,000 tons of coal are consumed. All the shavings and sawdust from the shops are carried out of the shop rooms by means of exhaust pipes, and are burned under the boilers.

Gas Works.—Water gas is made by the Lowe process, and is carried into every room in Pullman. The city is lighted by gas.

Glass.—All the glass used in cars is prepared here, that is, etched, beveled, and silvered as required. Mirrors for Pullman cars are also made here.

Geology.—There is a deposit here of bowlder drift blue clay about ninety feet thick, resting upon lime rock, making the best possible foundation for buildings of every sort.

GREENHOUSES.—These are kept for furnishing the town, its parks and gardens with flowers and shrubs.

GARBAGE.—At present all the garbage is collected each day and buried at a distance from the town. Its disposal by burning, or by some process of rendering it, has been under discussion.

HYDRANTS.—There are 160 fire or street hydrants, set at intervals of 300 feet on the streets.

HALLS.—There is abundance of hall room in the place.

HAMMER SHOP.—Car axles equalizers and other heavy forgings are made here, and a number of heavy steam-hammers are in use.

HENNEPIN CANAL.—When a canal, known under this name, is made, its natural northern outlet will be the Calumet river, which flows along our southern border.

HISTORY.—Work was begun here in May, 1880, and the first family came January 1, 1881, the second late in March of the same year.

HEALTH.—The health of the citizens here has always been good. The number of deaths for the fiscal year ending July 31, 1890, was 160, and during the year ending July 31, 1891, they were 176.

HOSPITALS.—The city hospitals are so easily reached, that it has not, as yet, been found necessary to build such an institution here.

HOTEL.—There is only one hotel, as yet, and it can accommodate about 100 guests. It is known as Hotel Florence.

HOUSES.—(See Buildings.)

HOUSE DRAINAGE.—(See Drainage.)

JOURNALS.—*The Arcade Journal,* a local weekly paper of eight pages, is the only newspaper published here.

ISLAND.—The ground known as the Island contains five acres, and lies at the foot of 111th street. It has boat houses, grand stands, a race course and grounds especially prepared for all manner of athletic exercises. It is under the control of the Pullman Athletic Association. Many regattas have been held at this island.

ICE HOUSES.—These houses, belonging to the Pullman Company, on the southwest shore of the lake, hold 24,000 tons of ice. There are many other ice houses on the Calumet river and lake.

IRON MACHINE SHOP.—This is a part of the car shops, in which all kinds of iron machine work are done.

INSURANCE.—All property here is kept fully insured.

INDUSTRIES.—The various industries now here are the car works of Pullman's Palace Car Company, The Union Foundry and Pullman Car Wheel Works, The Allen Paper Car Wheel Works, The Chicago Drop Forge and Foundry Company's Works, The Pullman Iron and Steel Works. The Calumet Manufacturing Company's Paint Works, The Pullman Brick Works, The Pullman Street Car Works, the works of the Illinois Terra Cotta Lumber Company, The Columbia Screw Works, and the Standard Knitting Mills.

LAKE CALUMET.—This lake is three and a half miles long by a mile and a half in width, and may eventually be made into a good harbor.

LAKE MICHIGAN.—This inland sea is 330 miles long by an average of ixty miles in width, and 90 miles wide in its widest part, and is 576 feet above the sea level.

LAKE VISTA.—This little artificial lake, in front of the shops, contains about three acres.

LIBRARY.—The Pullman Library contains 7,000 volumes, and takes seventy papers and periodicals. It is a personal gift of President Pullman to his city. It is a circulating library; 19,931 books were drawn from it during the fiscal year ending July 31, 1891.

Labor.—(See Workmen and Wages.)

Land Association.—(See Pullman Land Association.)

Living at Pullman.—Close proximity to the stock yards and surrounded by market gardens, there is no cheaper place on the continent than Pullman in which to reside. Meats here cost less than one-half as much as they do in New York and Boston.

Leases.—The leases have a clause permitting the tenant to vacate a house on ten days' notice. (See Rents.)

Lumberyards.—About fifty different kinds of lumber are used here, and nearly half a million dollars' worth is constantly kept on hand in the yards. The yards cover about eighty acres of ground. Lumber is obtained from South America, Central America, Mexico, and from half the States of the Union.

Machinery.—There is nearly a million dollars' worth of machinery in all the industries at Pullman, and it is needless to say that it is the best of its kind.

Manufacturing.—The total value of the finished product from all the manufactories at Pullman is now about fifteen millions of dollars a year. That of the whole country is eight thousand millions of dollars.

Market.—This building is 110 by 100 feet in size, and in it are the market stalls from which meat, vegetables, fruit, fish and poultry are sold. Over the market stalls is a public hall which will accommodate an audience of 600.

Municipal.—Pullman is now in the thirty-fourth ward of Chicago.

Music.—Pullman has one of the best military bands in the West; it now has fifty musicians. It carried off the first prize in the State band contest at Peoria, Oct. 3, 1890; it also took eight other prizes.

Nativity.—The following table exhibits the types of all the workmen May 1, 1891, and shows the countries where they were born.

PRESENT TYPES AND NATIVITY.

Types	Nativity	Totals		Types	Nativity	Totals	
American	U. S.	2086	2086	Latin	Belgium	16	
Scandinavian	Denmark	63			Switzerland	21	
	Norway	127			France	21	
	Sweden	1181			Italy	49	107
	Finland	4	1375	Dutch	Holland	625	625
British	England	408		All others	Australia	3	
	Canada	269			East Indies	2	
	Scotland	98			Greece	2	
	Wales	21	796		Hayti	1	
German	Germany	661			Hungary	9	
	Austria	49			Mexico	2	
	Bavaria	1			Poland	34	
	Bohemia	12	723		Russia	3	56
Irish	Ireland	315	315				
							6088

Necrology.—(See Health.)

OPERATIVES.—(See Workmen.)

ORGANIZATION.—The Pullman Car Works have a general manager and the town a general superintendent, and under these are foremen in charge of the several departments. Every independent industry, of course, has its own superintendent.

PAINT WORKS.—(See Calumet Manufacturing Company.)

PLAY GROUNDS.—(See Island and Amusements.)

PARKS.—The whole place is a park in itself.

PASSENGER-CAR SHOPS.—(See Cars.) These shops have room for about 150 cars, and turn out from ten to twelve passenger cars a week and three sleeping cars. They also repair from fifty to 100 cars a month. These shops are admirably lighted and perfectly ventilated.

PAVEMENTS.—There are nearly eight miles of paved streets. The streets are all surfaced with the best of macadam.

POLICE.—We have a detail of two men from the Chicago force.

POLITICS.—The two political parties are about equally divided here.

POWER.—The steam engines at Pullman are rated at over 9,000 horse-power. (See Corliss Engine.)

PULLMAN CARS.—The Pullman Company now own and operate 2,239 cars (October 15, 1891), and on 125,000 miles of railroad.

In his annual report made October 15, 1891, President Pullman says: There have been built during the year, 191 sleeping, parlor and dining cars, costing $3,079,693.62, or an average of $16,124,05 per car. Orders have been placed at the company's works for 51 Pullman cars, the estimated cost being about $16,500 each, or an aggregate of $841,500.

The number of cars owned or controlled is 2,239, of which 1,965 are standard and 274 tourist or second class cars. The number of passengers carried during the year was 5,310,813; the number of miles run 186,829,836. During the previous year the number of passengers carried was 5,023,057, the number of miles run 177,033,116. The year just ended shows, therefore, an increase of about 6 per cent., both in the number of passengers carried and miles run.

The total mileage of railways covered by contracts for the operation of the cars of this company is 124,557 miles.

PULLMAN CITY (see History).—It was begun in May, 1880, and now has about 12,000 people, with 10,000 more within a mile of its depot. (See Industries and Census.)

PULLMAN COMPANY.—In remarks made at the annual meeting of the Pullman Company, held October 15th, 1891, President Pullman said:

There has been added during the fiscal year to the company's investments in shops and plant $127,341.41. The value of manufactured product of the car works of the company for the year was $11,906,977.76, and of other industries, including rentals, $1,353,494.12, making a total of $13,260,471.88. against $10,213,658.10 for the previous year.

The average number of names on the pay-rolls at Pullman, in the Pullman industries alone, for the year was 5,455, and wages paid $3,331,527.41, making an average for each person employed of $610.73, against $596.46 for the previous year.

The total number of persons in the employ of the company in its manufacturing and operating departments is 13,885; wages paid during the year, $7,303,108.42. The number of employes for the previous year was 12,367, and wages paid $6,249,891.65.

Pullman Farm.—Three miles south of the depot are 140 acres of land, which have been drained and piped for the reception and distribution of sewage, which is pumped there from the town. The leading crops are onions, celery, cabbage and potatoes.

Pullman Iron and Steel Works.—These works employ 250 men and turn out 100 tons of rolled iron a day. This iron is made largely from scrap.

Pullman Land Association.—This corporation owns about 3,000 acres of land in the Calumet region, and the Palace Car Company owns about 500 acres. The town is chiefly upon the lands of the Car Company.

Rents.—The rents of houses here range fron five to fifty dollars a month, the average being fourteen dollars a month; but there are hundreds of tenements renting from six to nine dollars a month. These rents are considerably less than those for similar tenements anywhere else in Chicago.

Railroad —There are thirty miles of railroad connected with the town and shops. This road has three locomotives and 150 cars. The road connects with the belt lines. The United States now have about one-half of the railroad mileage of the world, or (November, 1891) 170,000 miles. The total of the share capital and funded debt and all other forms of indebtedness give a total of $10,600,000,000, or about $60,000 per mile. In rolling stock the average is one locomotive and one passenger car for every five miles of track, and there are 1,150,000 freight cars in use.

River Calumet.—(See Calumet River.)

Stables.—The Pullman Stables care for sixty horses, and contain the quarters of the Fire Department.

Secret Societies.—Such societies are well represented here, there being about forty different clubs and associations in the town.

Streets.—There are nearly eight miles of paved streets. The width of the ordinary street is sixty-six feet, and the distance between house lines is about 100 feet. The main boulevard, or One Hundred and Eleventh street, is 100 feet wide. The streets are all well drained and have good cobble-stone gutters, well provided with catch-basins; shade trees, too, are planted on either side, and there are handsome grass-plats between the sidewalks and the wagon roads.

Sewers and Sewage.—A system of pipes, entirely separate from the drains for surface waters, takes the sewage from houses and shops to a reservoir holding 300,000 gallons under the water tower. The sewage is pumped from this reservoir as fast as received to a sewage farm three miles south of the town. The farm is irrigated with the sewage (See Pullman Farm). The dwellings are all provided with good closets, and there are no outbuildings other than woodsheds. One million eight hundred thousand gallons of sewage a day are pumped to the farm.

Street Railroad.—About four miles of street car tracks have been laid, and will doubtless be extended northward and soon connect with tracks leading to the center of Chicago. All kinds of street cars are built here.

Steam Heating.—All the shops and public buildings, such as the Arcade, Church, Schoolhouse and Market are heated by steam, and also all the dwellings on the boulevard, and those surrounding Arcade Park.

Sewage Farm (see Pullman Farm).

Sidewalks.—There are twelve miles of sidewalks, made largely of two-inch pine plank. There is some gravel walk and three blocks have brick walks.

Social Life.—There are abundant opportunities here for social pleasures, and a hundred local trains a day make every portion of Chicago easily accessible.

SCHOOLS.—There are excellent schools now under the management of the Chicago Board of Education. The pupils in daily attendance average about 1,000. The entire enrollment of pupils in the public schools for the school year ending June 30th, 1891 was 1,218; 611 boys and 607 girls. There were 21 teachers.

STORES (see Arcade).—The Pullman Company have no interest in merchandising here; business men simply rent stores in the Arcade, and compete for business with all parts of Chicago.

SUBURBS.—There are about 50,000 people within four miles of the Pullman Arcade, and the population is rapidly increasing.

SUBURBAN TRAINS.—The Illinois Central Railroad runs about a hundred trains a day to and from Pullman.

THEATER.—(See Arcade Theater).

TERRA COTTA LUMBER CO.—The company manufactures a fire-proof tiling which is largely used in the ceilings and in partitions of large buildings.

TENANTS.—Tenants rent their dwellings from the company, and rents are payable semi-monthly. There are monthly charges for gas and water. The company takes care of the streets, parks and lawns. (See Buildings and Rents.)

TREES.—Shade trees border both sides of all streets. The trees are largely elms and maples.

UNION FOUNDRY AND CAR-WHEEL WORKS.—This company has a capacity for working 1,000 men and using 250 tons of melted iron a day. All car wheels and car castings are made here. All the brass finishings used in car works are now made here, and this department employs 250 men, and turns out $300,000 worth of work a year.

WATER.—The water used here comes from Lake Michigan, and is carried inside of all tenements. Water for the use of elevators and for some boilers is pumped from Lake Calumet.

WATER TOWER.—This structure is 195 feet high, and in the top is a large boiler-iron tank which holds half a million gallons. This is kept filled for use in case of fire, and only for fire use. Underneath the tower is a reservoir holding over 300,000 gallons, to which all the sewage of the town comes, and whence it is pumped to a farm three miles distant. (See Sewerage and Farm.)

WATER WORKS.—The water is bought by meter measurement from the city by the company, which attends to the details of collecting its own water rates. The town has about fifteen miles of water mains.

WATCHMEN.—The shops are provided with watchmen who visit the more exposed portions of the buildings at short intervals of time, day and night, reporting to a central station by telephone. Every precaution is taken to guard against danger from fire.

WAGES.—The wages and earnings in Pullman average about $2 a day for every person employed. Of course some mechanics earn $3 and $4 a day. Men are paid twice a month, with checks on the Pullman bank here. The Michigan Bureau of Labor and Statistics, during the summer of 1891, made a personal canvass of 8,838 workingmen in 201 different industries in that state, and found the average annual earnings of those operatives to be $467.02 each, or $143.71 less than the average annual earnings of operatives at Pullman. The average annual earnings at Pullman were $610.73 for that same period. (See Pullman Company).

Women's Work.—As yet few women and girls are employed—about 200 in all the industries here. Those now at work are in clerkships, in the upholstering rooms and in the Standard Knitting Mills. New industries will furnish employment for all women and girls who desire it.

Workmen.—No operatives anywhere work under better conditions than here, and the earnings here are larger than those of persons doing similar work elsewhere. The best and cheapest of markets, good schools, libraries and churches, with delightful dwellings, and steady work at highest rates of pay, make Pullman a most desirable place for the mechanic; the best, in fact, which the world has yet offered him.

Pullman Palace Car Company.—Main office, Pullman building. President, George M. Pullman. Directors, George M. Pullman, Marshall Field, J. W. Doane, Norman Williams and O. S. A. Sprague, of Chicago; Henry C. Hulbert of New York, and Henry R. Read, of Boston. One of the greatest corporations in the world. (See Pullman.) President Pullman supplemented his report to the last annual meeting of the Company, Thursday, October 15, 1891 with the following general information: During the fiscal year new contracts have been made with the following railroad companies: Monterey & Mexican Gulf R. R. Co., for a period of fifteen years; Chicago, Peoria and St. Louis Ry., and Jacksonville, Louisville & St. Louis Ry., comprising the Jacksonville South-Eastern Line, for a period of twenty-five years. The contract with the Illinois Central R. R. Co. has been changed for a new contract, for a period of twenty-five years, this company purchasing the railroad company's interest in the cars owned under the previous contract. There have been built during the year 191 sleeping, parlor and dining cars, costing $3,079,693.62, or an average of $16,124.05 per car. Orders have been placed at the company's works for 51 pullman cars, the estimated cost being about $16,500 each, or an aggregate of $841,500. The number of cars owned or controlled is 2,239, of which 1,965 are standard and 274 tourist or second-class cars. The number of passengers carried during the year was 5,310,813; the number of miles run, 186,829,836. During the previous year the number of passengers carried was 5,023,057, the number of miles run 177,033,116. The year just ended shows, therefore, an increase of about 6 per cent., both in the number of passengers carried and miles run. The total mileage of railways covered by contracts for the operation of the cars of this company is 124,557 miles. There has been added during the fiscal year to the company's investments in shops and plant, $127,341.41. The value of manufactured product of the car works of the company for the year was $11,906,977.76, and of other industries, including rentals, $1,353,494.12, making a total of $13,260,471.88, against $10,213,658.10 for the previous year. The average number of names on the pay-rolls at Pullman for the year was 5,455, and wages paid, $3,331,527.41, making an average for each person employed of $610,73, against $596.46 for the previous year. The total number of persons in the employ of the company in its manufacturing and operating departments is 13,885; wages paid during the year, $7,303,108.42. The number of employes for the previous year was 12,367, and wages paid, $6,249,891.65. The Pullman Loan and Savings Bank shows savings deposits at the end of the fiscal year of $456,803.04, a gain of $63,951.57 over the previous year. The number of depositors has increased during the year from 1,525 to 1,903, and the average for each depositor is $240.04. The entire enrollment of pupils in the public school for the school year was 1,218—611 boys and 607 girls—with a regular staff of twenty-one teachers. The population, as shown by the census of July 31, 1891, is 11,783 persons, as against 10,680 in the previous year; 2,297 employes are living in the immediate vicinity of Pullman in houses not owned by the company.

The following is a summary of the financial statement of the company for the fiscal year, ending July 1, 1891:

REVENUE.—From earnings of cars, $7,871,146.07; from patents, $19,501.79; from manufacturing, rentals, dividends, interest, etc, $1,881,676.80; total, $9,772,324.66.

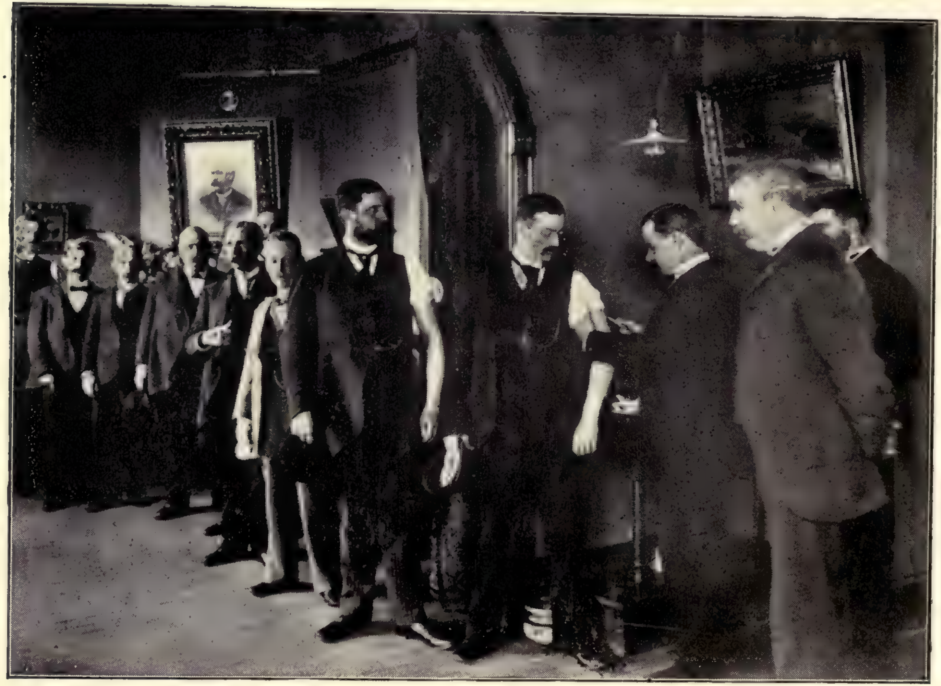
DISBURSEMENTS.—Operating expenses, including maintenance of interior furnishings of cars, legal expenses, general taxes and insurance, $3,569,680 89; proportion of net earnings paid other interests in sleeping-car associations controlled and operated by this company, $1,008,324.41; interest on debenture bonds, $65,600; dividends on capital stock, $2,000,000; repairs of cars in excess of mileage, $139,495.88; total, $6,783,101.18.

SURPLUS FOR THE YEAR.—Being excess of revenue over ordinary disbursements, carried to credit of income account, $2,989,223.48.

Richards & Kelly Manufacturing Company.—Located at 389 Twenty-third street, two blocks west of Clark street. Manufacturers of prismatic sidewalk and vault-lights, floor-lights, sky-lights and coal-hole covers. This concern placed the great sky-light in the Palmer House, and has performed a number of similar mechanical feats equally ingenious and skillful. The process of manufacture is interesting to visitors.

Seed Market.—Chicago for years has been the great market of the country for field seeds, the facilities for shipping to all parts of the world being unsurpassed. There is more grass seed shipped from this city than from any other point on earth. There are a number of houses here which do an immense seed business. Among them are W. W. Barnard & Co., successors to Hiram Sibley, 6 and 8 N. Clark st.; Albert Dickinson & Co., 115, 117 and 119 Kinzie; 104 to 110 Michigan, and 1600 to 1614 Clark sts.; J. C. Vaughan & Co., 88 State st., and the Illinois Seed Company, 16 N. Clark st. The firm of Albert Dickinson & Co. is one of the greatest in the world. The Illinois Seed Company is a young firm, comparatively, but, as successors to Hiram Sibley & Co., has built up a great business.

Ship Building Yard.—The year 1890 witnessed the establishment of a ship-yard capable of turning out vessels of the best type for lake navigation. Prior to this no iron or steel vessels had been built at Chicago. This new enterprise has been undertaken by the Chicago Shipbuilding Company, composed of experienced steel shipbuilders, who have located their works on the Calumet river, at South Chicago, about a mile above its entrance into Lake Michigan. With a river frontage of about 1,400 feet and an average depth of over 600 feet, the works cover over twenty acres, affording ample room for the shops necessary for all the various trades and occupations concerned in the building of the complete ship, with large storage ground for material besides. At the south end of the property, three slips, each 400 feet long by 100 feet wide, have been excavated to a depth of twelve feet of water, at a right angle to the river, whose sides give berths for building six ships of the largest class at one time, which will be launched sideways



[Engraved for The Standard Guide Company.]

THE KEELEY INSTITUTE—TAKING THE HYPODERMIC TREATMENT.

[See "Keeley Institute."]

into the slips. Across the heads of the slips, equally convenient and accessible to all the berths, stretches a building 540 feet long by 75 feet wide, containing the boilers and shop engine, heating furnaces for plates and angles, blacksmith shop, plate and angle shops, small machine shop, pattern shop, and in the second story a mould loft with a clear floor 200 feet by 50 feet.

Here the lines of the ships are laid down full size from the models and dimensions furnished from the drafting office, and the wooden moulds made by which the steel angles and the plates are shaped. The shops below are filled with machinery of the latest and most modern types—shears, punches, planers, counters-sinkers, rolls, etc.

The steel comes into the yard from the mills over a side-track from the Calumet River railroad, a branch of the Pennsylvania system. It is unloaded from the cars and delivered to the shops by a traveling crane of sixty-two feet span, built by the Brown Hoisting and Conveying Machine Company, of Cleveland, Ohio. A system of overhead tracks in the shop carries it to the various tools, and leaving them, a narrow-gauge railway takes it to the building berth. Here a steam cantilever crane of 120 feet span, built of steel by the same company, and running on trestle-work fifty feet above the ground, picks it up and delivers each plate, beam or angle to its appointed place. The engines will also be put in by this crane before launching. The boilers will be hoisted in place by a steel derrick on the river front after launching.

The company are now at work on their first contract, two steel steamers for the Minnesota Steamship Company, to go into the Lake Superior iron ore trade. They are to be 292 feet keel, 308 feet over all, 40-foot beam, and 24½ feet deep, with triple expansion engines and steel boilers, and are to be ready for the opening of navigation this year.

Thomson & Taylor Spice Company.—Located at Michigan ave. and Lake st. This is one of the largest houses of its kind in the world, and its business of late has been growing immensely. The new building of the company is a decided ornament to the grocery district. It is about ninety feet wide by 130 feet long, with light on three sides. It is seven stories high, giving a total height above ground of about eighty-five feet. Boilers and engine of 200 horse-power are located in the basement for driving the machinery throughout the building and the electric light plant. The coffee machinery occupies the top story and parts of the sixth and fifth. There are twenty-two roasters in one line, with coolers and stoners of corresponding capacity, and a most complete outfit for polishing, milling and separating green coffee in large quantities. The establishment is the most perfectly equipped of any in existence in the country, and is worthy of a visit from strangers.

Union Stock Yards.—Located on South Halsted st.; in the former town of Lake, now within the corporate limits, about five and one-half miles southwest of the City Hall. Take South Halsted st. horse car for yards direct, or State st. cable line with transfer at Thirty-fifth or Forty-third st. Or take train at Van Buren st. depot, via Chicago, Rock Island & Pacific railway; at Union Depot via Pittsburg and Fort Wayne railroad, or at Central Depot via Illinois Central railroad. The visitor will enjoy a drive to the yards by way of Bridgeport, a great manufacturing centre, or by way of Michigan blvd. to Thirty-ninth st., and thence west. The Union Stock Yards were organized and opened in 1865. The Stock Yards Company at the present time own 400 acres of land—320 acres in one block and eighty acres in outlying lots. The larger tract is devoted to the stock yards; some 200 acres being devoted to yards, etc., while the balance is occupied by railroad tracks and car sidings Before you, as you enter the main arch-way, is a town with twenty miles of streets, twenty miles of water-troughs, fifty miles of feeding-troughs and about seventy-five miles of water and drainage pipes. Besides the regular water works supply there are a number of artesian wells, having an average depth of 1,230 feet. The plant of the Union Stock Yards Company proper cost about $4,000,000. Present capital about $23,000,000. The plants of the various packing companies cost, it is estimated, in the neighborhood of $10,000,000. Statistical information covering the immense transactions of the Union Stock Yards is given elsewhere in this volume. There the visitor will learn that during the year 1891, 3,250,359 cattle, a decrease from 1890 of 233,921; 205,383 calves, an increase over 1890 of 30,358; 8,600,805 hogs, an increase over 1890 of 936,977; 2,153,537 sheep, a decrease from 1890 of 29,130; and 94,396 horses, a decrease from 1890 of 7,170, were received at the yards, the total value of which was $39,434,777. It will also be learned that of the above receipts there were slaughtered 2,184,095 head of cattle, a decrease from 1890 of 35,217; 157,052 calves, 5,638,291 of hogs, a decrease from 1890 of 94,791; and 1,465,332 sheep. The shipments of live stock from the yards were 1,066,264 cattle, a decrease from 1890 of 194,045; 48,331 calves, a decrease of 13,135; 2,962,514 hogs, an increase of 976,814; 688,205 sheep, a decrease of 241,649; 87,273 horses, a decrease of 7,089. Something more concerning this great market place and manufacturing center (for meats are numbered among the manufactures of Chicago) will be found elsewhere in this volume, under the head of "Live Stock Transactions." There it will be learned that seventy-five companies are engaged in the manufacture or packing of meats; that the capital employed is $17,000,000; that the workers employed are 25,000; that the wages paid in 1891 amounted to $15,000,000, an increase of $1,415,000; and that the value of the product during 1891 was $150,000,000, an increase of $12,725,000. This information, comprehensive though it is, will hardly satisfy the visitor however. He has heard of the great meat industry of Chicago for years, and he wants to know more concerning it than can be extracted from mere statistics. Meat packing is the oldest of Chicago's industries. In the fall of 1832 G. W. Dole slaughtered the first lot of cattle ever packed in the county. They numbered 200 head and cost $2.75 per cwt. About 350 hogs costing $3 per cwt. were slaughtered and packed at the same time. The statistics referred to above will show readily and graphically how this great industry has been developed. The Stock Yards to day are one of the wonders of the world. Twenty great trunk railroads, fed by hundreds of branches which stretch like a mighty octopus over the land, deliver and carry away the raw and manufactured articles which arrive at and depart from this spot. During the early morning the Western roads are busy unloading their freight of cattle, hogs, and sheep, while in the afternoon the Eastern roads are equally busy taking delivery and loading up the stock that is going to Boston, New York and countless other points. At the packing houses the work goes on all day—one train following another carrying away the finished product of the butcher and packer. The Stock Yards Company own all the railroad tracks (over 150 miles in all), and do all the switching or shunting connected with the business of the Yards. Every railroad company has a direct communication with the Yards, either through its own tracks or by the Belt line; at any rate, they can all get there without trouble, and no delays take place. The yards can accommodate, at their fullest capacity, over 30,000 cattle, 200,000 hogs, 30,000 sheep and 4,000 horses, and while at times they are taxed to their fullest limit, yet as a rule the stock is well and carefully looked after. As the trains come rolling in, th Company take charge of the stock; and its location, name of firm to whom consigned, with description, etc. are detailed in the office of the Company.

How Live Stock is Received.– Practically speaking, all stock is consigned to commission men, who at once take charge of it. Sometimes the cattle are left in the pens where they are placed on arrival; but, as a rule, salesmen have each certain localities in the Yards and endeavor to get all their cattle located in the same place. It may be said, before going further, that the yards are divided into pens. The cattle pens are in divisions, thus: Division A, pen 1; or division C, pen 20; while the hog pens are located at the railroad delivery points. Sheep have a separate location for themselves. The cattle pens are of different sizes, holding from one animal up to 300 or 400 head. As a rule, local, or what are termed native, cattle come in small lots, generally one or two cars at a time; while range cattle generally come in train-loads of twelve to fifteen cars. A car-load averages about twenty cattle, weighing 1,200 pounds each, or about 24,000 pounds to the car. The hog and sheep pens are covered in. Hogs weighing 250 pounds each run about seventy head to the car; while sheep are loaded according to weight, as they differ so much in quality. One hundred fair-sized sheep generally make a load. Each pen has a water trough, while in those devoted to cattle and sheep hay-racks are also provided. The cattle pens especially are exceedingly strong, the whole structure being of wood. The floors are of the same material, as it is most suitable to the climate. Alleys, well "macadamized," intersect the yards so that every pen is easily reached, while at convenient points the weighing scales, the feed store-houses, etc., are placed. On delivery, the Stock Yards Company becomes responsible to the various railroad companies for the freight and feed that are due for each shipment. In turn, the owner, through his commission men, becomes bound for payment to the Stock Yards Company. As it would be impossible to collect the freight as every car comes in, a settlement of freight and feed charges is made twice a week; the commission men being obliged to put up a bond of $10,000 to secure the amounts that may accumulate. In this way matters run very smoothly. If the owner of the cattle has no bond up, he is obliged to pay the amount due before the stock is released; but so perfect is the system that no friction of any kind occurs, and the business in this respect goes on from day to day without any trouble.

Subjoined are the regulations and commissions of the market:

Diseased meats are condemned.

Sales, unless otherwise stated, per 100 lbs. live weight.

Dead hogs, 100 lbs. and over, ½c. per lb.; less than 100 lbs. of no value.

Broken-ribbed and bruised cattle, docked $5 per head.

Public inspectors dock pregnant sows 40 lbs. and stags (altered boars) 80 lbs. each.

Yardage—Cattle, 25c.; hogs and sheep, 8c. per head. Feed—corn, $1 per bushel; timothy hay, $30; prairie hay, $20 per ton.

Commissions—Cattle, 50c. per head; calves and yearlings, $10 per car; hogs and sheep, single decks, $6; double decks, $10 per car; public inspection of hogs, 15c. per car.

The charges for yardage are moderate, but the price charged for feed is out of all proportion to market values, and there is continual complaint upon this latter point. Four great parties meet, as it were, in communion every day at the yards—the Stock Yards Company, with its array of employés; the owners of stock, drifting in from all points of the compass; the commission men, with their corps of clerks and assistants; and, lastly, the host of buyers who operate there.

Buying and Selling.—Buying and selling goes on every day except Sunday, while Saturday has come to be looked upon as a sort of settling day for the week. While, of course, cattle come in at all hours of the day, it is the object of the railroads to land them in the Yards from four o'clock to eight in the morning. A very large number of the cattle come out of first hands; but the majority are consigned by dealers, who pick them up in small bunches in the country, except in the case of range cattle, which are practically consigned by the owners. The hog market opens early, and is pretty well over by ten o'clock. There are scattering sales after that hour, but the majority of the work is finished at the above mentioned time. The sheep market is confined very much to the morning also, while trading in cattle, as a rule, opens about nine o'clock and goes on more or less up till three P. M., when the whistle blows and business is suspended for the day. When it is considered that for the five active working days of the week there are received about 10,000 cattle a day, over and above hogs and sheep, the gigantic nature of the business can be estimated; but a man needs to be actually upon the spot to judge even approximately of how business is carried on. The Stock Yards Company employ about 1,000 men; there are about 120 commission men, who must also employ about 1,000 assistants; add to this about 300 buyers, and it can well be imagined that from eight o'clock in the morning till three in the afternoon the Stock Yards present a very active scene. There are, moreover, hundreds of owners who practically become interested spectators of the work as it progresses, while every day a great crowd of sightseers put in an appearance. The office-work is mostly confined to the Exchange Building, where the Stock Yards Company, the commission men, the railroad companies, the buyers, etc., have suitable offices. A substantial bank also occupies a very handsome office in the same building. As soon as the cattle are delivered to the commission men, their work begins. Hay is immediately ordered for the cattle; quantities of course vary, but as a rule prime cattle eat about five pounds each; common cattle, seven and a half pounds, and range cattle get an allowance of ten pounds each. The water is turned into troughs, and if the cattle have been properly handled on the road, they take a good fill. Very often cattle have to be sorted and classed, and this, as a rule, is done before the water is turned into the troughs. As in other cattle markets, both at home and abroad, supply and demand regulate to a great extent the price, and when the buyer appears early on the scene it is pretty good evidence of an active market.

Quick Work.—In the decimal system of currency and weights, the process of buying and selling is very easy from a financial point of view. The commission man asks, say, $4.00 per hundred lbs., the buyer bids $3.80 per hundred lbs., and they eventually agree upon $3.90 per hundred as the price, then the remainder of the work is very simple. Shortly after the terms are agreed upon, the cattle are driven to the scale and weighed. Before they are run into the weighing pen, however, they are examined either by the buyer himself or his agent, to see that there are no broken-ribbed or bruised cattle. Cattle that are severely bruised are, as a rule, thrown out and sold separately, while animals with broken ribs are docked $5.00 per head as stated above. The weighing scale in general use is known as the "Fairbanks Live Stock Scale," and is an invention that has been of great value to American stockmen. These scales have capacity to weigh 100,000 lbs., which at 2,000 lbs. to the ton, is 50 tons; but, as a rule, they seldom weigh more than 60,000 lbs. at a time. By this means an immense number of cattle can be passed over one scale in a day. The weighing beam of the scale is open to the public, and, as both the buyer and the seller have access to the room in which it is placed, no disputes ever arise as to weights. An official ticket of the weight is issued by an employe of the Stock Yards, who also superintends the weighing, and by this means all disputes are saved. After the weight has been ascertained the cattle are run off the scale, and they become the property of the buyer. The commission man takes possession of the scale ticket and hands it to his bookkeeper, who calculates the amount due, and collects immediately from the buyer. The large buyers have arrangements with the bank to cash their tickets as they are handed in, and thus all the trouble of writing cheques, etc., is saved.

Classification of Cattle.—The classes of cattle coming to market are pretty well defined. We have, first, the "exporters;" this includes cattle that are suitable for the Eastern markets as well as good enough to go to England. Second, the "dressed beef" steers, suitable for the dressed beef business. Third, "butcher stuff," composed of light steers and the better grade of cows. Fourth, "canners," which includes everything not good enough for butchering; and then as an extra class we have the "range" cattle, which are pretty well divided among the last three classes named.

The movement of cattle is most entirely eastward. San Francisco, which is a large market, draws quite a number of cattle from California and the adjoining States, but otherwise there is a continual movement toward the east. The movement begins at the Gulf of Mexico; the barren plains of Arizona, the sage brush valleys of Nevada and far Montana, all contribute and send forward their consignments. From those distant points the work of shipping is no easy matter. The various lines at suitable points have feeding-yards, where hay is supplied at three times its value. Cattle can be run from 300 to 500 miles without feed and water, but as a rule the feeding stations are generally placed about the former distance apart. Within the last year or two "Palace" stock cars have been introduced, and by this means cattle can be run practically any distance, as they are constructed to allow the animals to be fed and watered without unloading. What are known as the "Street" cars, built on this principle, have up to this time been the best produced, and they are likely to maintain their lead, as they can be divided into three compartments, which to a great extent prevents bruises.

Disposing of the Receipts.—The cattle having reached Chicago are sold as described above. Those which are brought for shipment are driven over to the shipping divisions, where they are loaded up and forwarded to their respective destinations. The dressed beef men generally allow their cattle to remain in the pens over night, and the next day after they are purchased they are driven over to the slaughter-houses. The alleys in the yards have become so crowded that during the last few years viaducts have been constructed overhead, and along those the cattle and hogs are driven to the respective packing-houses.

The cattle having reached the point where they are made into dressed beef, a description of the methods by which three-fourths of the cattle sold in Chicago market reach the consumer may now be attempted.

The dressed beef business in America was founded some twenty years ago. A few years later the work was taken up by the late Mr. George H. Hammond, of Detroit, who may be termed the father of this business. He was a man of fine executive ability, and he built up through his energies a magnificent trade. He died, unfortunately, just when he had reached the zenith of his powers. Other parties took up the business, and it has gradually grown (figuratively speaking) from a grain of mustard-seed to a very large tree. Mr. T. Eastman, one of the largest live-stock shippers in America, branched off into this trade; Mr. Nelson Morris, well known to every cattle-man both at home and abroad, also took a hand; in 1880 Mr. G. F. Swift began upon a most extensive scale; while two years later Messrs. Armour & Co. also commenced the business. We have now in Chicago four immense concerns—viz., Swift & Co., Armour & Co., Hammond & Co., and Nelson Morris & Co. These firms, along with Libby, McNeill & Libby, buy a very large proportion of the cattle coming into our markets.

SLAUGHTERING THE CATTLE.—The cattle on reaching the slaughter-house are driven into large pens adjacent to it; thence they are driven along narrow passage-ways and are put into separate compartments by themselves. These compartments are just large enough to hold one bullock. Over them is a wooden foot-path, along which a man can walk; the animals are either shot down or felled from this point. Between the compartments and the slaughter-house is a lifting-door which slides up mechanically. A chain is passed around the horns of the animal and it is dragged into the main slaughter-house, after which, the animal is properly bled. Lifting pulleys worked by steam power are provided for hoisting each carcass while being dressed, and iron runs for moving the carcasses in halves or quarters from the hanging room to the chill-rooms. All the work in the slaughtering department is done by well-trained experts, each one having a single division of labor to perform. For example, the hides are taken off the carcass by different trained experts in such careful manner as to give them a value of about one cent per pound over the common butcher's hides; the guts are thoroughly cleansed and sold for sausage casings; the contents of the entrails are converted into fertilizing substances, which are sold in the older portions of the country where the lands have been long worn by successive crops; the livers, hearts, etc., are shipped with the beef to different markets, where they are sold to good advantage; the bladders are dried and sold to druggists and other parties; the stomach makes tripe; the tongues are always in demand at good prices; the horns are sold readily to the comb and knife-haft maker; the shin-bones are usually in good request for knife handles, and backs for tooth and nail brushes; the knuckle bones are similarly prepared for making acid phosphate, and have a fair commercial value for this purpose; the blood is all utilized for different commercial purposes; the ox-tail trade is now a regular part of the traffic, as all the great hotels must have ox-tail soup at stated times; the heads, after being trimmed, are sold for glue stock; the fat taken from the inside of the bullock is made by a peculiar process into oleomargarine, which has to be sold under its proper name, and sells to fair advantage;

neatsfoot oil is made from the feet, and the hoofs are ground and go in with the fertilizing substances, so that every part of the bullock is utilized.

From the main slaughtering-house, which to a stranger is a sickening sight, the carcasses are taken along the iron runways into the refrigerators. There they cool off in a temperature of about 36° Fahr. Passing from the blood-stained floors of the butchering department to the other portions of the house, every one is struck with the remarkable cleanliness of the establishment. There is not a speck of dirt. To this point the greatest attention is paid, and the meat and other products from these houses are handled with far more care than in the small slaughtering-houses in the country. From the coolers the carcasses are run out to the loading platforms, cut into quarters, and then put into refrigerator cars, which take the meat away and distribute it far and near.

A trip through the big slaughtering-houses is very interesting. The wonderful dexterity of the butchers, the mechanical inventions to help the work, the methodical system employed, the extreme cleanliness, and, above all, the rapidity and silence with which everything is done, strike a stranger very forcibly, and an impartial person who visits those great meat manufactories generally comes away convinced that American ingenuity in this respect "beats creation."

PACKING COMPANIES.—The great packing companies are as follows: Allerton Packing Company; Anglo-American Provision Co.; Armour & Co.; Washington Butchers' Sons; Calumet Canning Co.; Chicago Packing and Provision Company; John Cudahy; Davis Provision Co.; Decker & Murath; L. B. Dowd & Co.; Horace M. Dupee; Ellsworth & Bartlett; Fairbank Canning Company; Fowler Brothers; Garden City Packing and Preserving Company; Henry D. Gilbert & Co.; Guthman, Leppel & Co.; G. H. Hammond & Co.; John C. Hately; G. Hunniford & Co.; Hutchinson Packing Company; International Packing Company; Jones & Stiles; Libby, McNeill & Libby; Thomas J. Lipton; Loss, Collins & Co.; Michener Bros. & Co.; Miller, Hendricks & Co.; Minnesota Packing and Provision Co.; Moran & Healey; John Morrell & Co.; Nelson Morris & Co.; Noonan & Hoff; North American Provision Co.; Omaha Packing Co.; John O'Malley; Simon Ffaelzer; E. K. Pond Packing Co.; Samuel Shoenman; William H. Silberhorn Co.; Swift & Co., and Underwood & Co. Not all of these concerns transact their packing business at the Union Stock Yards, but all are closely allied to the great market.

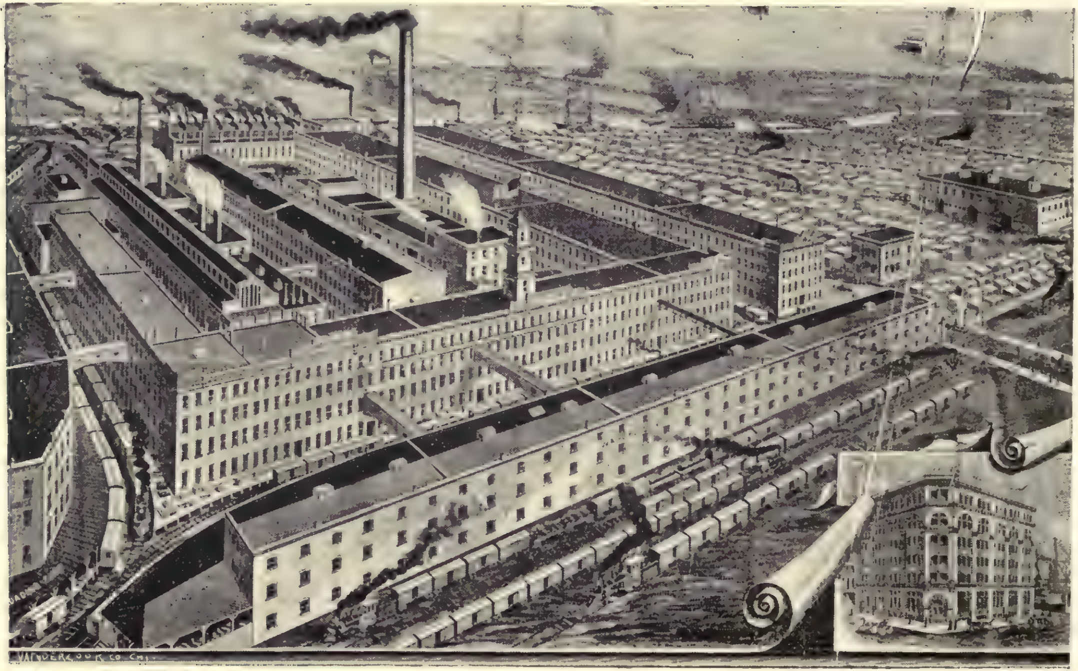
"BIG FOUR."—The visitor will hear of the "Big Four" packers. These are Armour & Co., the Anglo-American Packing Co., Nelson Morris & Co., and Swift & Co. These are the greatest packers of the city, and it is the firms mentioned here who are engaged in the New Stock Yards enterprise. [See New Stock Yards.]

THE EXCHANGE.—Just inside the entrance to the Union Stock Yards is the Exchange building, where the visitor will find the offices and counting rooms of the men who practically transact the live stock business of Chicago. These are modestly styled commission men, but they are in reality merchants, and many of them are engaged very extensively in the cattle traffic, independently of their commission business. Others of them are packers themselves and buy outright from shippers. Others purchase for packing houses owned, controlled or managed by them elsewhere. The great majority, however, buy and sell on commission.

WHAT ONE FIRM DOES.—Some idea of the magnitude of operations at the stock yards may be formed from the following figures with reference to the great house of Armour & Co. The firm did a business amounting to $66,000.000 during the year ending April 1, 1891. The hogs killed by the house numbered 1,714,000; cattle, 712,000; sheep 413,000. Armour & Co.'s employes numbered during this period 7,900, and the aggregate wages paid was $3,800,000. The firm had 2,250 refrigerator cars. The total area covered by the buildings of the firm was fifty acres; total floor area of buildings, 140 acres; chill room and cold storage area, forty acres; storage capacity of buildings, 130,000 tons. The Armour Glue Works made 7,000,000 lbs. of glue within the same period, 9,500 tons of fertilizers, grease, etc. The ground covered by the buildings of this department cover fifteen acres, and the number of employes is 600. During the year 1890 Mr. Michael Cudahy separated from the house of Armour & Co. Mr. Cudahy took charge of his immense interests at Omaha. The other members of the so-called "Big Four," as well as many of the packing concerns not included in the quartette, also do an immense business annually, as the total transactions of the yards testify.

CLAY, ROBINSON & CO.—In connection with the live stock industry too much can not be said of this most popular and reliable firm. They occupy prominent quarters in the new Bank Building at the Union Stock Yards, and also have well equipped offices at the Stock Yards, South Omaha. They are also represented by agents in Kansas City, where, with a full and able equipment of capable men, they can make the best possible sales for their patrons. They are prepared to handle all classes of live stock at any of the above points. During the past year they have sold upwards of 250,000 head of cattle, in addition to a very large number of hogs and sheep. This firm, realizing the necessity of some specially prepared report on the live stock markets, commenced about one year ago the issuing weekly of *The Live Stock Report*, which they send to their patrons and customers free of cost. A paper which every feeder, breeder and shipper should not be without, its columns being devoted entirely to the live-stock industry and containing much valuable information not otherwise obtainable. This enables them to keep a complete run of the market and to know when to ship to best advantage and get the best prices. To others they will send their paper for the small charge of 50 cents per annum, which can be remitted in postage stamps or money order. In addition to *The Report* they will also send to each subscriber one of two beautifully-colored lithographs of English hunting scenes, especially prepared for the holidays. Address Clay, Robinson & Co., Union Stock Yards, Chicago, Ill.

Wood Brothers.—The firm of Wood Bros., live stock commission merchants, doing business at the Union Stock Yards, Chicago, and established in the year 1867, when the live stock interest of Chicago was comparatively in its infancy. With the growth of the business here, the firm of Wood Bros have done a constantly increasing business, and at the present time are the largest handlers of live stock on commission in Chicago. They are also doing a leading business in South Omaha. The present members of the firm are S. E. Wood, James Wood, E. A. Wood and R. Nash, each of whom have been exclusively engaged in this line for over twenty years. This firm, perhaps, has a more general business than any firm at the stock yards; in other words, they receive stock from all sections of the country tributary to the


VANDERCOOK CO. CHI.

[Engraved for The Standard Guide Company.]

WORKS OF THE McCORMICK HARVESTING MACHINE CO.

[See "Great Industries."]

Chicago market, and make a specialty of every class, having their business so systematized that each class of stock is handled by separate and expert salesmen. By this means they have been able to give the very best results to their patrons, and by promptness, enterprise and constant attention to all the details of their business, have been enabled thus to build up their trade to its present proportions. They number among their patrons some of the largest raisers and feeders of stock in the United States, and in the year 1891 sold for one company—the Home Land & Cattle Co., of St. Louis—about 14,000 head of beef steers. All parties, whether shipping small or large quantities, will receive uniform courtesy and attention, and their interests will be carefully protected.

SIGHTS IN PACKING TOWN.—When the visitor, all new to the wonders of the yards and packing town, gets inside of the main entrance his ignorance betrays him. He loiters about and exposes himself to the guide. The guide is a walking directory of the stock yards and he will place his entire stock of knowledge at your disposal for 25 cents. He is one of the few persons who have mastered the names of all the "streets" and "avenues," for every crooked and narrow passageway between the big brick buildings is either a street or an avenue. The main thoroughfare is Packers ave. The guide leads the visitor first to the gallery adjoining the Exchange restaurant. If he does not get a few exclamations of delight and surprise out of the visitor when they mount the gallery then he feels discouraged and loses interest in his job. This gallery overlooks the great checker-board within the squares of which there are swarms of cattle; "herds" is not the word to use, for there are too many. To the west are the packing houses, palaces of refined butchery. From the packing houses comes an odor, a plainly perceptible odor, which is rather disagreeable at first. This packing town odor has been unjustly criticised. It is unpleasant only on short acquaintance. To any one accustomed to it there is only a pleasant suggestion of rich, ruddy blood and long rows of tempting "sides" hung up to cool. The stock-yards atmosphere is healthful. The average weight of a packing-house employe is about a hundred and eighty pounds. "Nick" Baker, who kills 5,000 hogs every day for Armour, weighs 250 pounds. The only man around the yards who does not seem to gather adipose is George T. Williams, manager of the Union Stock Yards. His figure is rather spare. It is said that if he would lenghten his office hours his weight would soon approach that of George Sunderland. The latter is autocrat of the great Armour packing houses, and perhaps the best known and one of the most popular men in packing town. Twenty years of business responsibilities such as would have reduced an ordinary man to a mere shadow have failed to deposit a single wrinkle on Mr. Sunderland's placid features. He spends most of his time out of doors, sitting on the office steps. Every few minutes a messenger boy rushes up to him and hands him some communication involving, perhaps, the purchase of 5,000 animals "on the hoof," or the loading of 150 refrigerator cars. Mr. Sunderland writes a few words on the back of the message after he has glanced at the contents. For being able to always write the proper thing Mr. Sunderland receives a salary which it would take five figures to indicate. He is on friendly terms with all of the thousands of men under him and is altogether unpretentious in manner and dress. In a little office back of the Exchange building Nelson Morris has his headquarters. He is an inveterate whittler. The floor of his office is literally carpeted with fine shavings, and a number of white-pine sticks are always neatly corded up on his desk. It is a common saying around the yards that the shipper who is on hand at the office early in the morning with a good straight-grained stick will get his cars out first. When the millionaire packer is dictating to his private secretary or issuing important orders he whittles somewhat furiously and cuts his notches deep. Every notch represents several dollars. A pleasant-faced old gentleman with silvery hair rides horseback up and down the principal "streets" of the yards each day. He is on the lookout for crippled or "lumpy-jawed" animals, and is the agent of the State Live stock Commission. This is Captain McDonald, for many years assistant warden of the Joliet penitentiary. He still carries a scar given him by the notorious desperado Frank Rande, and has a knowledge of "crooks" such as only few men in the country can claim. After years of experience with tough mortals he finds it rather to his liking to do some humane work among the more appreciative occupants of the stock-yards "pens." There is one particular guide at the stock yards frequently pointed out as an extremely interesting fellow. This is "Old Bill," the bunko steer. He is perhaps the most depraved animal in existence. There is no element of brotherly love or patriotism in his nature. His duty at the yards is to guide droves of cattle to the slaughter houses. He has mastered his little act and reduced steering steers to a science. Every day he takes his post near one of Armour's packing houses and waits until it is necessary to drive a herd of cattle up the viaduct to the killing-rooms. He then joins the drove, ingratiates himself into their good-will, and tells them that he knows of a good pasture not far away. At his suggestion the cattle think about it and finally resolve to let him lead them there. Bill, the bunko steer, laughs softly and a cruel look lights his eyes. He lopes off through the mud toward a large gate not far away. Following after him are a hundred or more cattle, every one entertaining a vision of gently-swelling hills covered with long, wavy blue-grass and sweet-clover blossoms. Bill leads them to this gate and allows the herd to go through it, while he steps aside and avoids the rush. As the dust of the rush clears off a little a familar figure is observed slowly strolling away from the gate. It is "Bill." On his face is no remorse as he saunters back to his post of duty near a tall fence. He is then ready to betray a couple hundred more of his unsuspecting relatives.

W. W. Kimball Company.—The great piano and organ factories of the W. W. Kimball Company are among the attractions of Chicago, and will interest the visitor about as much as any that can be pointed out. The buildings composing the factories are three in number, each being a counterpart of the other, five stories high, with a frontage of eighty feet and a depth of 250 feet. Together they have a floorage of over 300,000 square feet. They are located on the Chicago river, and near the junction of two railroads, with a private switch leading into the premises. The grounds comprise over seven acres of land, the most of which is used as a lumber yard. The company have some 4,000,000 square feet of lumber on hand. The six large dry-houses hold 150,000 square feet. As soon as the lumber is sufficiently dried it is placed on little cars made expressly for that purpose, and wheeled directly into the mill-room, where it is cut up into proper shapes for both pianos and organs. For this purpose the company have all the latest improved machines. The work is divided between the three factories, the organs being made in one, while the others are devoted exclusively to pianos. All the mill work, however, is done in the organ factory. These factories give employment to six hundred men. Each factory is divided by a thick fire-wall into three parts. The company is now shipping about 100 pianos every week, or about 5,000 per annum, and about 12,000 organs a year. Permission to visit the factories may be obtained at the Wabash avenue salesroom.

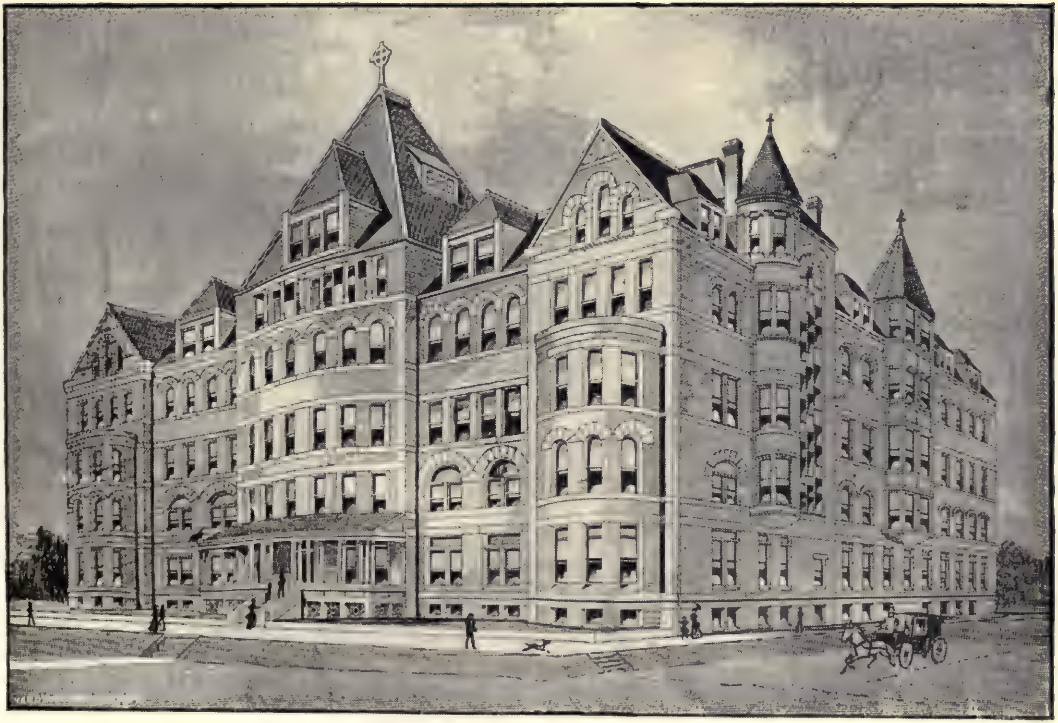
The new Kimball building on Wabash avenue is one of the finest edifices for the purpose in the country. It has a frontage of eighty feet, is seven stories high, and is built of chocolate-colored brick, with brown-stone trimmings. All the walls are deadened and all the floors double, with cement filling and air-chambers between. No expense has been spared to make this one of the strongest and most durable buildings of its kind. The ware-rooms and offices occupy the first floor; Kimball Hall, with two rooms adjoining for the exhibition of Concert and Baby Grands, occupies the second floor. The hall has a seating capacity for about 600 people, but it is so arranged that the two rooms devoted to the sale of grands can be used to enlarge the hall by means of folding doors, which will double the seating capacity. The five floors above are furnished for offices and studios, front and back, for the use of musicians, teachers, artists, etc. There are upwards of fifty of these rooms, the most of which are already engaged. The hall and ware-rooms are ventilated by a special system of exhaust ventilation, by means of which every particle of air can be changed every fifteen minutes. The temperature is controlled by an electric apparatus, which acts automatically and can be adjusted so as to furnish any degree of heat required. All of the elevators are run by steam or water and the building is lighted throughout by incandescent lights. The latest improvements of all kinds in every department have been used, and every detail carefully attended to in order to make this a model structure. Location of building, 243 to 253 Wabash ave. near Jackson st.

HOSPITALS AND DISPENSARIES.

The hospitals of Chicago are numerous, the system under which they are conducted, as a rule, is liberal, their management is admirable, and their charity is Catholic in its scope. The visitor or stranger in this city if stricken down by accident or disease need not fear but that he will be cared for with the same solicitude and tenderness that he would find at his own home, no matter what his nativity or his creed may be, or whether he be rich or penniless. The hospitals of Chicago never close their doors upon the stranger. Public, private, protestant, Roman Catholic and Jewish institutions alike are open to men, women and children in distress, without question, and, when there is a necessity for it, without price. There are thirty-five patrol wagons in the police service, every one of which is equipped as an ambulance, and is used as such in case of emergency. One or more of these may be summoned to the scene of an accident, or to the relief of a striken person, within the space of ten minutes from almost any given point in the city. In addition to the patrol ambulance service, there are two regular ambulances, built especially with a view to the comfort of afflicted or injured persons, and this number will in all probability be increased to twenty-five before the Worlds' Exposition is held here. To Miss Ada C. Sweet belongs the honor of originating the regular ambulance service in this city. Those who need medical attendance and medicine, and find themselves unable to meet the cost of the same, will be provided for at the various dispensaries mentioned below. The hospitals and dispensaries of the city are as follows:

Dispensaries.—ALEXIAN BROTHERS' HOSPITAL, Pharmacy, 539 N. Market st. AMERICAN COLLEGE OF DENTAL SURGERY, 78–80 State st. ARMOUR MISSION, Thirty-third st., se. cor. Butterfield st.; open daily (Sundays excepted) from 9 to 11 A. M. BENNETT FREE DISPENSARY, Ada and Fulton sts.; Supt., H. S. Tucker, M. D.; attended by the Faculty of the Bennett Medical College; open daily (Sundays excepted) from 1:30 to 3 P. M. BETHESDA FREE MEDICAL MISSION, 406 Clark st.; under care of W. C. T. U.; open every day, except Saturdays and Sundays, from 3 to 5 P. M. CENTRAL FREE DISPENSARY of West Chicago, Wood and W. Harrison sts.; attended by the Faculty of Rush Medical College; Medical Superintendent, Philip Adolphus, M. D.; office hours, 9 to 12 A. M., and 1 to 6 P. M.; Sundays, 9 to 10:30 A. M. CENTRAL HOMŒOPATHIC, S. Wood and York sts.; attended by the Faculty of the Chicago Homœopathic College; Superintendent, Curtis M. Beebe, M. D.; open daily (except Sundays) from 9 to 12 A. M., and 2 to 4 P. M. CHICAGO CLINIC ASSOCIATION, open daily, from 3:30 to 4:30 P. M.; room 215, 70 State st. CHICAGO COLLEGE OF DENTAL SURGERY, 122 Wabash ave.; open daily from 9 A. M. to 4 P. M.; Supt., N. D. Edmonds, M. D., D. D. S. CHICAGO HOSPITAL FOR WOMEN AND CHILDREN, Paulina and W. Adams sts.; open every day except Sunday. CHICAGO POLYCLINIC DISPENSARY, 176 Chicago ave.; open 8:30 A. M. to 6 P. M. daily. CHICAGO SPECTACLE CLINIC, 70 State st., room 209; open 9 to 10 A. M.; Dr. Fannie Dickinson, surgeon in charge. GERMAN HOSPITAL, 754–756 Larabee st.; attended by J. Hœlscher, M. D., and hospital house physicians; hours 9 to 12 A. M. and 2 to 4 P. M., except Sunday. HAHNEMANN COLLEGE FREE DISPENSARY, 2813 Groveland ave.; attended by the faculty of Hahnemann Medical College; open all day. ILLINOIS EYE AND EAR INFIRMARY, 121 S. Peoria st.; open daily (except Sunday) from 1 to 3 P. M.; Supt., E. C. Lawton. LINCOLN STREET DISPENSARY (Women's Medical College), 335–337 S. Lincoln st.; open from 2:30 to 5 P. M. MICHÆL REESE HOSPITAL FREE DISPENSARY, Groveland ave., ne. cor. Twenty-ninth st. NATIONAL TEMPERANCE HOSPITAL, 3411 Cottage Grove ave.; open from 10 to 12 A. M. and 2 to 4 P. M.; NORTH STAR, 192 Superior st.; Supt., E. J. Broughan, M. D.; open daily (except Sunday) 1 to 2 P. M. NORTHWESTERN COLLEGE OF DENTAL SURGERY, 1203 Wabash ave.; open from 8 A. M. to 6 P. M. SOUTH SIDE FREE DISPENSARY, Prairie ave. and Twenty-sixth st.; open daily 1 to 3 P. M.; attended by the faculty of Chicago Medical College. ST. LUKE'S FREE DISPENSARY, 1420–1430 Indiana ave.; open daily from 12 M. to 4 P. M. WEST SIDE FREE DISPENSARY, in College of Physicians and Surgeons, 315 Honore and W. Harrison st.; open daily (except Sunday) from 1 to 5 P. M.; Pres., S. A. McWilliams, M. D. WOMAN'S HOSPITAL OF CHICAGO, Rhodes ave., nw. cor. Thirty-second st.; open daily (except Sunday) from 2 to 4 P. M. YOUNG WOMEN'S CHRISTIAN ASSOCIATION (for women and children), 39 Howland blk.; open Monday and Friday from 12 M. to 1 P. M; Supt., Dr. Odelia Blinn.

Alexian Brothers' Hospital.—Located at 539 to 569 North Market street. Take North Market street car. Conducted by the order of Cellites or Alexian Brothers; Brother Phillip Krainer, rector. A Roman Catholic hospital which



[Engraved for The Standard Guide Company.]

ST. JOSEPH'S HOSPITAL, GARFIELD AVE. AND BURLING ST.

[See " Hospitals."]

admits all creeds and classes. The hospital is conveniently situated. The buildings are large and handsome. The care taken of patients is unexcelled anywhere.

Augustana Hospital.—Located at 151 Lincoln ave. Take Lincoln ave. cable line. Conducted by the Swedish Evangelical Lutheran Churches. Surgeon-in-chief, Dr. A. J. Ochsner, a commodious structure and a hospital of high standing.

Bennett Hospital.—Located at the corner of Ada and Fulton sts. Take Lake street car. President, P. L. Clark, M. D.; resident physician, secretary and treasurer, H. S. Tucker, M. D. A hospital of the smaller order.

Chicago Emergency Hospital.—Located at 192 E. Superior street. Take North Clark street cable line. Conducted under the auspices of an association of Christian ladies. Its object is to care for persons suddenly stricken, and who can not be removed to the regular hospitals without risk of life. Matron, Mrs. F. Birkner. Physicians, Drs. Chr. Fenger and Ralph Isham. House doctor, Dr. O. Waters.

Chicago Homœopathic Hospital.—Located at the corner of South Wood and York sts. Take Ogden ave. or W. Taylor st. car. C. T. Hood, Jr., M. D., superintendent.

Chicago Floating Hospital.—Located at North Pier, Lincoln Park. Take North Clark street cable line. Open only during July and August. [See "Chicago Daily News Fresh Air Fund," under head of "Charities."] President, Joseph Stockton; treasurer, George Sturges.

Chicago Hospital for Women and Children.—Located at the northwest corner of West Adams and Paulina sts., West side. Mrs. J. C. Hilton, president; Mrs. Geo. Oberne, secretary; Mrs. Henry Wilkinson, treasurer. Take Madison st. or Ogden ave. cable car. This is one of the handsomest charity structures in the city. It was founded in 1865, and was destroyed in the great fire of 1871. Its founder was a woman and a physician, Dr. Mary Harris Thompson, who is still at the head of its surgical and medical staff. Its beginning grew out of the philanthropic work done during the war by the ladies of Chicago among the soldiers and their families. The first building occupied was a small, old-fashioned house at the corner of Rush and Indiana streets. This was opened in May. The following May they removed to a larger building on Ohio street, near Clark. Here they remained three years and three months, and then made another move to 402 North State st., which was purchased by two trustees, Mr. Gilbert Hubbard and J. Y. Scammon, for its use, where the great fire of 1871 overtook them, laying the building in ashes. The perils under which the patients, twenty-two in number, suffered that night are still remembered by the survivors. A tent was erected on the prairie, in which the officers and their charges remained until the morning of October 10, when Dr. Thompson, who had been searching for a house, returned with the news that she had found one on the West Side. The patients were hurried away from their uncomfortable quarters to the hastily arranged hospital, a three-story dwelling on West Adams st. The Relief and Aid Society came at once to their rescue, and the entire building was fitted up in a rude way and filled from garret to cellar with women and children, victims of the conflagration. There had been enormous barracks constructed for the temporary assistance of the thousands of homeless people by the Relief and Aid Society, and they finally decided that this hospital must come with these barracks, that more good might be done with the money necessary to support it separately. The hospital was thus again disunited. After a few weeks' trial of this consolidation the hospital ladies were informed that they must again assume charge of their patients, and gave them out of the relief fund $25,000 for the purchase of a prominent site for their institution. With this they bought the lots at Paulina and Adams sts., 150x130 feet, on which stood a small wooden building. This was raised and remodeled at an expense of $3,000. The hospital occupied the remodeled dwelling on Adams st. until 1883, when Dr. Thompson determined upon a new one, so sufficiently commodious that no worthy sufferer need be turned away for lack of room. The building was at once begun, and was ready for occupancy in December, 1886; and it is now free of debt and valued, together with its grounds, at something over $100,000. It is five stories and basement and constructed of brick and stone. The entire force within its walls, with the exception of the engineer, fireman and janitor are women. The expenses of the institution are met by voluntary contributions from the philanthropic, not only in Chicago, but from all over the land wherever its good works are known, and by receipts from paying patients, who frequently come from distant homes to avail themselves of its superior advantages for treatment and perfect nursing. There are eighty beds, of which twenty are in private rooms. There is a training school attached, and here their nurses are prepared for the important and delicate duties before them. Dr. Thompson has not resided in the hospital since the fire, but has always been at the head of its medical and surgical staff. She also retains entire charge of the gynecological ward. There are six attending physicians and six physicians on the dispensary staff. The consulting staff are fifteen of Chicago's ablest city physicians.

Cook County Hospital.—Situated between Wood, Harrison, Lincoln and Polk streets, West Side. Take Ogden avenue, Taylor street, or Van Buren street car. One of the largest public hospitals in the world. It is conducted under the management of a Warden, appointed by the County Commissioners. The visitor will be much interested by a walk through the spacious wards and corridors of this immense institution. The Cook County Hospital was established in 1865, though it did not begin its work until January, 1866. Previous to that time the city had been accustomed to board its sick at Mercy Hospital. But in January, 1866, it fitted up two wards in the old City Hospital, at the corner of Eighteenth and Arnold sts., and moved to them twelve patients from Mercy Hospital. These wards were soon filled and additions to the building were erected. But very soon these also were overcrowded, and in 1876 the institution was removed to its present location, at the corner of West Harrison and Wood sts. The new buildings, which were not all erected at the same time, consist now of a long administration building of imposing appearance, and a pavilion of four wards, and a wing of three wards on each side of it, with generous spaces between all these buildings, conducing greatly not only to their appearance, but to the light, ventilation and comfort of the wards. They are situated on a lot containing twelve acres of ground. In the administration building are the main office, the examining-room for patients, the drug store, the office of the custodian, the office for coroner's inquests, the offices of the warden, the registrar, the chief clerk, the hospital committee, and the medical board, and the private apartments of warden, internes and druggist. In the rear of this building is the instrument-room, the office of the training school for nurses, and the amphitheatre. The buildings taken together constitute almost a village in themselves. It has an immense laundry, a kitchen that turns out 4,000 pounds of bread a week, a large drug store, a grocery store and its own carpenters, painters, steamfitters and plumbers. It always contains 500 patients and 200 physicians, nurses and employes. The kitchen has in connection an ice house holding forty tons of ice. The wards are fourteen in number, and of these, three are male medical, five are male surgical, one is female medical and two female surgical, in addition to one obstetrical ward and one ward for children. The pavilion wards are very large, being 120 feet long by thirty in width. They are lighted by windows on each side and contain a row of beds on each side. There are in each of them about forty-two beds. The wing wards are 46 by 15 feet in size and contain about thirty beds. They are lighted by windows on three sides. Every ward has in connection with it a bath-room, a nurse-room, a linen-room, a kitchen and dining-room. The surgical wards have also operating rooms. The beds are all of iron, with woven wire springs. The floors of the wards are of Georgia pine and the floors of the corridors are paved with tiles. The organization of this vast establishment is large enough for many a city. The officers now are, John J. Phelan, warden; Dr. Louis J. Mitchell, registrar; T. W. Corkell, chief engineer; John J. Mahoney, custodian; Dr. D. P. Russell, druggist, and Miss Virginia S. Field, superintendent of nurses. The medical attendance is furnished by three large medical boards, one for the allopaths, one for the homœopaths and one for the eclectics, and each board is divided into corps of surgeons, physicians, gynæcologists, oculists, aurists and pathologists. In like manner there is a house staff for the allopaths, another for the homœopaths and another for the eclectics, and each staff is divided into surgical officers and medical officers. High over all these officials are the hospital committee, consisting of J. W. Reilly, chairman, J. T. Kelly, N. A. Cool, O. D. Aller and P. F. Maloney, who have fine apartments and are treated with wonderful respect at the hospital. During the six months ending January 1, 1889, there were received and treated 3,255 cases, and during the six months ending July 1, 1889, 3,903 cases, showing an increase of 648. As there were 435 patients present on January 1, 1889, and 488 on July 1, 1889, the number in the hospital during the two periods respectively was 3,690 and 4,391. So that, as large as the institution is, it is only a matter of time when its vast accommodations will have to be increased to keep pace with the growing wants of the city.

German Hospital.—Located at 754–756 Larrabee street, North Side. Take Larrabee street car. President and treasurer, F. F. Hemming; secretary, John C. Burmeister; surgeon-in-chief, Dr. Christian Fengar; physician-in-chief, G. Hassert, M. D. This is one of the leading though not the largest hospitals in the city, and is supported by an association of citizens of German birth and descent.

German Hospital. Located at 754–756 Larrabee street, North Side. Take Lincoln ave. street car. President and treasurer, F. F. Henning; secretary, John C. Burmeister; surgeon-in-chief, Dr. Christian Fenger; physician-in-chief, G. Hessert, M. D. This is one of the leading though not the largest hospitals in the city, and is supported by donations and an association of citizens mostly of German birth and descent.

Hahnemann Hospital.—Located at 2813–2815 Groveland ave. Take Cottage Grove ave. cable line. This hospital is established for the homœopathic treatment of medical and surgical diseases. It is the only exclusively homœopathic hospital in Chicago. It is a private institution and wholly under control of its Board of Trustees and Medical Staff. It is open for the reception of patients at all times during the year and takes all classes except contagious diseases. It has a resident physician, a surgeon, a corps of trained nurses and a staff of eminent visiting physicians. Clinics for the treatment of charity patients by specialists in charge of the different departments are held. Women are received for confinement. Pay patients may enter at any time. Charity cases are received from September to May, and may enter two weeks before confinement. Board, nursing and attendance may be obtained for from nine to twenty-five dollars per week, according to accommodations demanded.

Hebrew Hospital.—Jewish residents of Chicago have in hand the creation of a hospital on the West Side, with a dietary system, strictly in accordance with the orthodox Jewish law. It is said that many people of the faith are deterred from entering other hospitals by fear that the treatment prescribed may interfere with rabbinical laws. The hospital will probably be established this year.

Maurice Porter Memorial Free Hospital.—Located at 606 Fullerton ave. Surgeons, Thurman W. Miller, M. D., W. S. Belfield, M. D. Superintendent, Miss E. C. Culter. Also Physicians, Dr. Chas. Rutter and Dr. W. S. Christopher.

Linnæn Hospital.—Formerly known as "The Maternity Hospital." Located at 1619 Diversey avenue. It is now a public hospital. At one time the hospital was a private institution under the management of Dr. Sven-Windrow, but the idea of making it a free hospital for the benefit of strangers in this country, especially those of Scandinavian parentage, was finally suggested. It was favorably received and then carried out. The idea of the projectors of the new institution is to make of it a place where the poor of any nationality can be treated for all diseases. The building is a five-story structure and it has accommodations for thirty-four patients. Formerly only those who needed the advice and attention of a midwife were admitted, but the plans have now been changed. Miss Anna Malmquist, matron.

Mercy Hospital.—Located on Twenty-sixth st. and Calumet ave. Take Cottage Grove ave. cable line to Twenty-sixth st. Conducted by the Sisters of Mercy. Medical and Surgical attendance by the faculty of the Chicago Medical College, which is located on the Hospital grounds. [See Northwestern University.] The oldest and one of the largest of existing hospitals. This splendid institution was organized in 1851. The leading medical men of Chicago had opened in 1850 the Lake House, a hospital which they styled The Illinois General Hospital of the Lakes. The city at that time had a population of about 30,000. It was supplied with water by an engine and pump at the foot of Lake st. Chicago previous to this time had neither sewer nor water. The city authorities were making a three-cornered plank sewer on Clark (then spelled Clarke) st. To call attention to sanitary improvements, Dr. N. S. Davis, who has been connected with the hospital ever since, gave six lectures, from the proceeds of which, together with some donations, twelve beds were purchased. Finding that the hospital was not conducted to their liking, the doctors asked the Sisters of Mercy to take charge of it, which they did. They at once doubled the number of beds, and the hospital soon occupied half of the Lake House building. The hospital passed entirely into the hands of the Sisters. For a short time it occupied another structure called the Tippecanoe House, a poorly built and badly arranged affair, from which location it was removed to a building erected by the Sisters for an Orphanage. After several years it was removed to a fine edifice erected for a young ladies' seminary. In 1869 the corner-stone of the present hospital building was laid. The site was purchased in Mother Agatha O'Brien's time, with the first money laid up by Mother M. Vincent McGeir, when in charge of the old hospital. As Bishop Vandevelde, then in charge of this diocese, had peculiar views regarding the propriety of a religious order possessing property in common, the purchase was made through the agency of a friend. It cost six hundred dollars. The above facts are gathered from a chapter in "Leaves from the Annals of the Sisters of Mercy," written by "a member of The Order of Mercy" (Sister Mary Teresa Austin Carroll) who, upon referring to the original cost of the site, adds: "It is now (1889) worth two hundred thousand dollars!" The probability is that the site is much more valuable to-day than it was in 1889, as it embraces one of the finest blocks, fronting on two of the handsomest avenues in the Southern part of the city. The building erected in 1869, to which additions have since been made, was looked upon at the time as being a magnificent structure. It is a fine edifice, even in the present age of wonders in Chicago architecture, but it has long since ceased to meet the requirements of the sisters. The hospital, always popular, has had a steadily increasing patronage for the past ten years, and the sisters have been compelled to exercise all their ingenuity to care for the great number who have sought admission. The Sisters at one time cared for the county patients. [See Cook County Hospital.] The medical and surgical departments of the hospital are referred to elsewhere. It is hardly possible to say anything that would be new to the public regarding the Sisters of Mercy as nurses of the sick. Their unselfish devotion, their fearless regard of duty, on the field of battle or in the midst of a plague-stricken community; their gentleness of touch, their patient assiduity in the care of the old and the young, the poor and the rich, the resident and the stranger, have long attracted the attention and the admiration of people, Protestant and Jew as well as Roman Catholic, the world over. The Sisters of Mercy Hospital, in this city, have brought thousands back from the brink of the grave, and composed the minds of thousands more for the inevitable end. They have won the affectionate regard and the most exalted respect of the best people of the community, and no institution in Chicago stands higher than the hospital which they manage. The building has become too small for them. It is not the structure their great work of christain love and charity demands, and it is probable that in the near future either the entire site of the present hospital will be built upon, with the main building facing, Prairie avenue, or a new site, farther to the south, will be selected. The contiguity of the present site to the heart of the city, however, renders it most desirable.

Michael Reese Hospital.—Located at Twenty-ninth street and Groveland avenue; take Illinois Central train to Twenty-first street or Cottage Grove avenue cable line. This is one of the most praiseworthy institutions in the city, and is conducted under the auspices of the United Hebrew Charities, which also has under its charge and protection a training school for nurses, a dispensary, a library, an employment bureau, a relief society, a cemetery, and numerous auxiliary charities. The Executive Board for 1890–91 is as follows: Isaac Greensfelder, president; Herman F. Hahn, vice-president; Herman Schaffner, treasurer; Charles Hefter, financial secretary; Benjamin J. Wertheimer, recording secretary; Boerne Bettman, Bernard Cahn, Morris Einstein, Henry L. Frank, Bernard Mergentheim, Henry N. Hart, Henry Elkan, Emanuel Frankenthal, Jacob Rosenberg, Leo Fox, trustees; Francis E. Kiss, superintendent; S. Bartenstein, superintendent of Labor Bureau.

All red tape is abolished in connection with this hospital, as are regular visiting days at the relief rooms; applicants are received during all business hours of each day and during every business day in the year. Recently the capacity of the hospital, a fine building, has been greatly increased, the training school for nurses established, and a children's ward added. Additional assistants have also been added to the hospital relief force. This hospital ranks among the best in the country, both in its internal arrangements and its medical staff. During the fiscal year of 1889–90 the Relief officers assisted, including adults and children, over sixty-five hundred persons, and a much larger number during 1890–91. Among recent bequests was that of $10,000 from the family of the late Conrad Seipp, and $4,100 from others. Working for the various charities and The Young Men's Hebrew Association, the West Side Ladies' Sewing Society, the North Side Ladies' Sewing Society, the West Side Ladies' Aid Society, the South Side Ladies' Sewing Society and the Young Ladies' Aid Society, all of which contribute largely toward their maintenance. The cemetery is located at Ridgelawn, in the suburbs, and has been beautified greatly of late. Sixty-one persons were buried there by the United Societies in 1879. For the fiscal year of 1889–90 nearly $17,000 were expended for relief, some $13,500 of which was contributed by the various Hebrew congregations; the general expenses of the hospital amounted to nearly $27,000, exclusive of over $15,600 expended upon permanent improvements. The total amount received by way of donations and subscriptions for relief, and for the hospital, amounted to $33,457.56. The receipts from pay patients, together with the amount of interest collected from the sinking fund, amounted to less than $14,000. The sum total in the sinking fund, of every kind and character belonging to the association, amounted to about $94,000.

National Temperance Hospital.—Located at 3411 Cottage Grove ave. Take Cottage Grove ave. cable line. Mrs. M. C. Baker, president; Mrs. J. B. Payne, treasurer; Linnie M. Ousley, M. D. Conducted under the auspices of the National Woman's Christian Temperance Union.

Presbyterian Hospital of the City of Chicago.—Location, Congress street, Hermitage avenue and Wood street. The Ogden avenue, Van Buren street, Harrison and Washington and Harrison and Adams street cars pass within a block of the hospital. While this institution is nominally Presbyterian, nevertheless it is conducted for the purpose of "affording surgical and medical aid and nursing to sick and desirable persons of every creed and nationality and color; and provides them, while inmates of the Hospital, with the ministrations of the Gospel agreeably to the doctrine and forms of the Presbyterian Church." The officers are: Mr. George M. Bogue, president; Mr. Wm. A. Douglass, secretary; Mr. George W. Hale, treasurer; H. B. Stehman, M. D., medical superintendent. The Hospital building proper is the largest and most handsome private structure of its kind in the city. Exclusive of employes, it has a capacity for 175 patients. The Maternity building contains fifteen beds, and the Convalescent Home, twenty beds. All of these departments are under one general management. During the past year nearly 2,000 patients have been treated, of which number more than forty per cent. were treated free of charge; and as many more received care for less than the actual cost of maintenance. There are at present sixty endowed beds, but this does not represent nearly the amount of work done by this great charity. Of the above number of beds, twenty-nine are permanently endowed; *i. e.*, for each bed, the sum of $5,000 has been paid to the Hospital, which in turn invests the same and can use only the interest thereof for the support of the bed. For thirty-one of these beds $300 has been paid, which sum is expended in caring for one bed for one year. The nursing of the Hospital is under the management of the Illinois Training School for Nurses (see "Illinois Training School for Nurses.") Efficient support is rendered the Hospital by an auxiliary society known as the Ladies' Aid Society, the president of which is Mrs. D. C. Marquis; the vice-presidents are: Mesdames Daniel A. Jones, H. N. Hibbard, Octavius S. Newell, John V. Farwell, Frederick W. Crosby and John L. Withrow; treasurer, Mrs. Henry M. Curtis. The first patient was admitted on the 20th of August, 1884. Up to January 1, 1892, the register shows that the admissions number over 7,000 patients.

Provident Hospital.—Located at 2900 Dearborn st. Take State street cable line. Established by colored people. The staff consists of ten physicians, white and colored. It is intended for the poor of African descent, but there is no distinction on account of race or color. Those who can afford it pay; those who can not pay are treated without money and without price. The men who founded the hospital have no complaints to make of existing hospitals, or the treatment of Afro-American patients in these hospitals, but they believe in self-help, and recognize, as well, that there is in Chicago a decided lack of hospital accommodation.

Railway Brotherhood Hospital.—Under the auspices of the Railway Brotherhood Hospital Association. Located at No. 78 N. Ada street. Take W. Randolph car or Madison street cable line. Conducted by the engineers, firemen, conductors, brakemen, switchmen, operators and street railway conductors and drivers. Branch hospital, 6301 Wentworth avenue. M. D. Robinson, M. D., president; M. H. Rumbold, secretary and superintendent; L. P. Smith, A. L. Nicholson, house physicians. J. H. Fascher, M. D., house physician of the branch hospital.

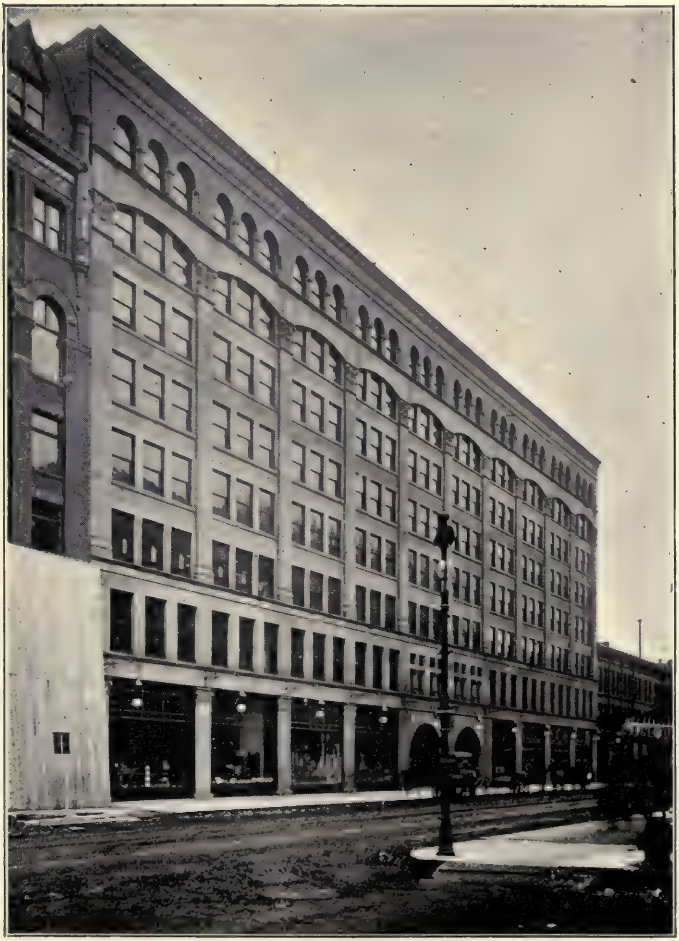
St. Elizabeth's Hospital.—Located at Davis and Le Moyne streets, conducted by the Poor Hand Maids of Jesus Christ. Staff of attending physicians, W. H. Lukens, M. D.; J. B. Herrick, M. D.; E. L. Lawson, M. D.; J. B. Qnirk, home physician; S. Kunz, surgeon.

St. Joseph's Hospital.—Located on Garfield ave. and Burling st., near N. Halstead st., North Side. Take Garfield ave. or N. Halsted car. Conducted by the Sisters of Charity. Sister Mary Cephas, superior. Old residents of Chicago will remember Providence Hospital, in Lake View. It was an unpretentious frame structure in a place rather remote, at that time, from the city, but it was the most suitable which the means of the Sisters of Charity could compass when they took up their hospital work in Chicago in 1869. By unceasing effort, however, a more desirable location was secured, and in 1871 the present St. Joseph's Hospital was erected on Garfield avenue (then Sophia st.) The site is peculiarly suitable for the purposes of the institution, being in the highest and dryest portion of the city and having all the advantages of proximity to Lake Michigan and Lincoln Park. After twenty years of usefulness in the care of suffering humanity the building became inadequate to the rapidly-growing popularity of the hospital, and the sisters were encouraged by the munificent bequest of $10,000 by the late Conrad Seipp, Esq., to lay the foundation for a new and more commodious building in 1890. After two years of untiring energy, and the expenditure of a large sum of money, some of which was borrowed at a resonable rate of interest, the Sisters of Charity, with the same spirit which prompted Columbus 400 years ago to cross the unknown seas (the love of God and humanity), in 1892 threw open the doors of this grand institution to the suffering members of our Lord without regard to creed or nationality. The hospital staff is composed of surgeons and physicians who have earned for themselves a world-wide reputation. Prof. Nicholas Senn, M. D., surgeon in charge; Dr. G. W. Reynolds and Prof. J. H. Chew, M. D., physicians in charge; Prof. D. R. Brower, M. D., mental and nervous diseases; Dr. John Bartlett, obstetrician; Dr. Robert Tilley, diseases eye and ear; Prof. E. F. Ingals, M. D., diseases of throat and nose; Dr. G. W. Reynolds, gynæcologist; consulting surgeons, Prof. T. W. Miller, M. D.; Prof. J. B. Hamilton, M. D.; Prof. D. W. Graham, M. D.; consulting physicians, Prof. W. Godfrey Dyas, M. D.; Prof. Henry M. Lyman, M. D ; consulting gynæcologist Prof. J. H. Ethridge, M. D.

The hospital is fitted with all the latest improvements for ventilation, heating, etc., and has accommodations for three hundred patients in wards and private rooms. Of the latter there are fifty, tastefully decorated, thoroughly comfortable, with the most approved furnishings and abundantly supplied with light and air. The wards are also models of neatness and comfort and so carefully have the interests of the sick been provided for that open fireplaces have been placed in each ward. The building is heated by steam. The schedule of prices is so arranged that all classes of patients can be accommodated and avail themselves, at reasonable rates, of the superior advantages of the hospital. Physicians whose names are not on the staff have the privilege of attending patients in the private rooms. Parents of children suffering from chronic medical or surgical diseases requiring prolonged treatment can arrange to leave them in the care of the institution. The out-patient department provides for the treatment of all persons presenting themselves at the hospital office, and includes the same wide range of treatment as the hospital proper. Persons without means are made welcome to the advantages of this department.

Of the tenderness and care with which the sisters of charity treat all persons, of whatever degree, committed to their charge, it is hardly necessary to speak. The unremitting attention, the more than sisterly solicitude, the constant vigilance and the unselfish devotion of these noble women, in the service of the afflicted, has won for them the warmest respect and admiration of people of all creeds the world over.

St. Luke's Free Hospital.—Located at 1430–1434 Indiana ave. Rev. Clinton Locke, D. D., president; Arthur Ryerson, secretary; N. K. Fairbank, treasurer; George B. Dresher, superintendent. Take Indiana ave. car, Wabash ave. cable line. Get off at Fourteenth st. In the earlier days of Chicago but little provision was made for the care of her worthy poor in time of sickness and distress, such hospitals as then existed being made the resort of the low and vicious. It was in 1864 that the Rev. Dr. Clinton Locke, rector of Grace Church, moved by these distresses, preached a sermon embodying thesecrying wants and the painful details. After listening to this discourse, a few philanthropic ladies, members of his congregation, met him at his



[Engraved for The Standard Guide Company.]

THE JOHN M. SMYTH BUILDING, W. MADISON, NEAR HALSTED ST.

[See "Guide."]

vestry door and offered their aid in providing a remedy for all this ill, and implored him for guidance in the effort. He recognized them as his allies in all good works and, accepting their services and the trust, undertook the work that same week. Different committees were appointed. One to look for a suitable house, another to ask for beds and furniture, and still another to solicit money. The following Thursday they all met. A small house of eight rooms had been found on State st., poor and mean, but the rent was only $300 a year, and it had a veranda, a little grass and a few trees in the yard. It was environed by squalor and degradation, but would accommodate six patients in comparative comfort. Enough furniture had been begged to furnish it, and a man and woman were employed to nurse, and they, with the aid of one servant, took care of the six patients. Very little money had been collected by the soliciting committee, the general excuse for not giving being that the idea was "new," that they would "wait and see." But these busy workers were not to be discouraged by such things as these. They got the house in readiness, even to the sign above the gate, painted, gratuitously, by an amateur artist, and reading, "St. Luke's Free Hospital." That it should be recognized as absolutely free was the determination. In a day or two the first patient was brought in, and on the next day the second. This man was suffering from delirium tremens, and through his acquisition the infant hospital obtained some free advertising. The first thing he did was to jump out of the window and stab a passing pedestrian. Then the hospital had three patients.

Shortly after this a gentleman came to the president saying that an unfinished building which had been intended for a workmen's boarding house had come into his possession. It was built down among the railroads and shops, near the corner of Indiana ave. and Fourteenth st. This gentleman offered to donate $2,000 toward its purchase and completion, and guaranteed, with some assistance, to collect what more would be needed. The building was purchased and finished as could best be done for hospital purposes. Before it had occupied its new home a year the great fire came and its every available corner was filled with the injured. From all over the land came money to the rescue, from church people who knew the fire would cut off its ordinary resources, and that it must be maintained by outside donations. By means of these generous donations it was able to purchase the lot upon which the building stood, paying $8,000 for it. Better equipments and conveniences were also added from this fund. Then the endowment of beds began, large sums of money being given, bequeathed, or collected for that purpose. Others took upon themselves the support of beds, paying into the treasury $300 a year for that purpose. The running expenses were now $11,000 a year, and much difficulty was often found in raising that amount. But it was always obtained in some way and the hospital kept out of debt. The work was carried on in this building until the year 1882, when it was removed and the main buildings of the present commodious hospital were begun. During 1890 an additional building was added in memory of the late Samuel Johnston, which makes a fine front on Indiana ave. Since its foundation, February 17, 1864, over 10,800 persons have been received and cared for as "in" patients. During the last year 1172 were admitted to the wards and rooms, and 3,715 received medical advice and surgical treatment at the dispensary free of charge. While the hospital is free to those who can not afford to pay, there are some rooms set aside for those who *can*, or they can be admitted to the wards.

OFFICERS—President and chaplain, Rev. Clinton Locke, D. D., 2825 Indiana ave.; vice-president, Charles E. Felton, 211 Jackson st.; secretary, Arthur Ryerson, 185 Dearborn st.; treasurer, N. K. Fairbanks, Fairbank Building; trustees, Rev. Clinton Locke, D. D., N. K. Fairbank, J. W. Doane, H. E. Sargent, Arthur Ryerson, Charles W. Brega, I. K. Hamilton, H. A. Wheeler, Charles F. Elmes; Charles E. Felton, Rev. John Rouse, Rev. Floyd W. Tomkins, Jr.; board of directors, Mrs. Clinton Locke, Mrs. N. K. Fairbank, Mrs. Edwin Walker, Mrs. James T. Hoyne, Mrs. Orson Smith, Mrs. D. R. Brower, Mrs. James H. Walker, Mrs. Charles F. Elmes. House Officers: Superintendent, Geo. B. Dresher; resident chaplain, Rev. C. N. Moller; housekeeper, Cornelia M. Shaw; druggist, Albert G. Fischer; clerk, Kate Bateman. House Staff· House surgeon, Edwin F. Gavin, M. D., term expires October 31, 1891; house physician, Philo L. Holland, M. D., term expires April 30, 1892; house physician, Wm. E. Kramer, M. D., term expires October 31, 1892; superintendent of training school, K. L. Lett; assistant superintendent of training school, J. M. Champlin. Telephone 8438.

St. Vincent's Infant Asylum and Maternity Hospital. — Located at 191 La Salle ave. Take Clark or Wells St. cable lines. Conducted by the Sisters of Charity. This institution is for the care of infants and children under five years of age, who can be reclaimed by parents or friends at any time, unless they abandon them or desire to give them up for adoption. The building is capable of accommodating two hundred children. It is provided with a perfect system of ventilation, all modern improvements and is heated by steam, making it altogether one of the finest institutions in the Union. Two spacious rooms on the first floor, each thirty by forty feet, are devoted to playroom and Kindergarten purposes, and the exercise there obtained is supplemented by recreation on the large balconies attached to the playroom. There are also large nurseries where mothers are accommodated with their infants, free, on condition that each woman will nurse another infant. Arrangements can also be made to have infants wet-nursed. A portion of the building is fitted up as a lying-in department which is entirely private. Patients can be accommodated according to their means. In the wards the terms range from $6 to $8, and in the private rooms from $10 to $20 per week, according to the room selected.

United States Marine Hospital.—This government building is located at Lake View, about five miles north of the harbor, and is accessible by the Evanston and Alexandre avenue extension of the North Clark street cable line of cars, and by the C., M. & St. P. R. R., Evanston division, to Buena Park station. An act of Congress of June 20th, 1864, authorized the sale of the Marine Hospital, then on the land adjacent to old Fort Dearborn, and the purchase of a more eligible site; but, before the premises had been surrendered, the building and contents were destroyed by the great fire of October, 1871. The land selected was the lake front, on which a strong breakwater was constructed, and the erection of the hospital began in January, 1867. It was opened for patients November 17, 1873. The hospital is built of stone, and is 340 feet long; it has a basement, and is three stories high, consisting of a center portion, with attached wings. It is an imposing building, with a general appearance of plainness and stability. The center portion is used for a hospital dispensary, offices and quarters, while the wings contain six wards, each 75 feet long and 30 feet wide; well-lighted, thoroughly ventilated and conveniently arranged, with a total capacity for 150 patients. The sanitary precautions in drainage, and provisions for the suppression of fire throughout the building are of the most approved plans. The steam-heating apparatus, laundry and steam pumps, are in an adjacent building. The original cost of the hospital was $424,745, in addition to which $75,000 has been expended for improvements upon building and grounds. The beneficiaries of the United States Marine Hospital "are those employed in the care, preservation or navigation, of any merchant vessel of the United States." Special provision is made for seamen taken from wrecks, and those of the various government services. Sick and disabled seamen, whose diseases and injuries are of such a nature that they can properly be relieved by medicines, dressings or advice, without admission to the hospital, are treated at the Marine Hospital Dispensary, at the Custom House Building. The number of patients treated in this hospital since its opening to January, 1892, is 11,576, and 37,339 in the dispensary. The hospital is in charge of a staff of medical officers of the marine hospital service, who are commissioned by the President of the United States and subject to change of station. The attendants are selected with a view to their proficiency, and their appointments are free from personal or political influence; they are uniformed, and a strict observance of rules required of them. The expenses of the hospital are paid with money derived from the general tonnage tax collected from vessels returning from foreign ports, and no money is expected or received in any way from patients admitted. The hospital is open at all times to visitors interested in its construction or management, and to the friends of the patients, except Sundays. General John B. Hamilton, M. H. S., is in command of the Hospital.

Wesley Hospital.—Located at 355–357 E. Ohio street, North Side; take North Clark street cable line or North State street car; this is the Methodist Episcopal hospital of the city. The officers are: Rev. Luke Hitchcock, D. D., president; James B. Hobbs, vice-president; Matson Hill, secretary. Trustees: E. W. Burke, N. W. Harris, C. D. Hauk, H. A. Goodrich, W. E. Blackstone, Rev. R. D. Sheppard, D. D., James B. Hobbs, Rev. Luke Hitchcock, D. D., Rev. F. M. Bristol, D. D., Hiram J. Thompson, whose terms expire 1890; Rev. C. E. Mandeville, D. D., M. P. Hatfield, M. D., Charles Busby, I. N. Danforth, M. D., R. D. Fowler, L. L. Bond, Hon. O. H. Horton, J. L. Whitlock, Rev. C. G. Trusdell, D. D., C. B. Eggleston, whose terms expire 1891; Geo. D. Elderkin, Matson Hill, W. H. Rand, J. S. Harvey, M. H. Wilson, Wm. Deering, D. R. Dyche, M. D., Rev. H. G. Jackson, D. D., Henry Rieke, J. Shelly Meyer, whose terms expire 1892. Superintendent, J. Shelly Meyer; superintending nurse, Miss M. E. Simonds; matron, Miss Mary Jefferson; opened for the reception of patients February 1, 1889. Among the recently established institutions of Methodism it would be difficult to find one with more vigor and usefulness than Wesley Hospital. At the end of the first year the hospital had given treatment to nearly one hundred cases; the bills had all been paid with a small balance remaining in the treasury, and many persons desiring to enter during the year had been refused admission for want of room. The trustees learning these facts unanimously recommended the renting of the private house adjoining the hospital, thus doubling the capacity. This charity, though in its infancy, is meeting with very generous support, particularly from members of the Methodist Church. The Chicago Training School for nurses is in charge of the nursing department. More room and better facilities will be added during the coming year. The interest on $5,000 endows a free bed, and contributions are welcomed from all charitable people.

Woman's Hospital.—Located at Rhodes avenue and Thirty-second street, South Side; take Cottage Grove avenue cable line; chartered November 16, 1882. This corporation is a continuance of "The Woman's Hospital of the State of Illinois," and is perpetual. Officers: Mrs. J. B. Lyon, president; Mrs. C. W. Greene, vice-president; Mrs. A. J. Vaughan, secretary; Mrs. V. D. Perkins, treasurer. It is specially devoted to the treatment of the diseases and accidents peculiar to women, irrespective of creed, color, or condition in life; to the clinical instruction of students of medicine; to the practical training of nurses. The hospital does not treat *all* diseases; only those *specially pertaining to women.* Patients are of two classes: First, house-patients, those admitted within the Hospital, to reside until discharged; second, out-door patients, those who apply to the outdoor department for treatment at stated intervals. In connection with the hospital is a training school for nurses. The object of this department is to give young women a careful training in the nursing of women, particularly after surgical operations, in acute and chronic diseases peculiar to women, and in obstetrical cases. The number of patients treated annually is about 300; total receipts per year about $20,000, disbursements about the same.

HOTELS.

There are at present between fourteen and fifteen hundred hotels in the city of Chicago, including small and large, and houses of all grades, but excluding lodging houses, boarding houses and distinctively family hotels, where no transients are received. The united capacity of these hotels is estimated as 175,000. It is believed that they could, if pressed, accommodate 100,000 additional guests. But this will not be necessary. Numerous immense hotels are either projected or being constructed at the present time. The spring of 1893 will find Chicago ready with ample hotel accommodations for 500,000 guests. Neither the boarding houses, nor houses where furnished rooms may be rented, nor lodging houses, are considered here. Outside of the hotels there are eating houses or restaurants and cafés, with an estimated feeding capacity at the present time of 25,000 persons daily. The hotels of prominence in Chicago are as follows:

Atlantic Hotel.—Located on the corner of Van Buren and Sherman sts., opposite the Van Buren St. depot, and in the Board of Trade center. A hotel which, although not making any great pretentions as to style, has been patronized during the past twenty years by thousands of the better class of Western merchants, commercial travelers and tourists. It is most conveniently situated. The hotel lies in the outer edge of the great wholesale dry goods, jobbing, hats and caps and boots and shoes district and is within one-third of a mile of the leather, iron, agricultural implement and woolen warehouse centers. Four blocks to the northeast lies the great retail and shopping district. The Board of Trade building is directly opposite the Atlantic Hotel's door; the postoffice is three blocks distant; five of the principal city banks are inside the same area, and the more important office buildings are less than five blocks away. Rates, $2.00 per day. Cummings Bros., proprietors.

Auditorium Hotel.—Situated on Michigan avenue and Congress street; occupies entire eastern half of the great Auditorium structure. It is under the management of the Auditorium Hotel Company, J. H. Breslin, of New York, president; R. H. Southgate, vice-president and manager. Take Wabash avenue cable line to Congress street. The hotel is but a short walk from the terminals of all the street car and railroad lines. The building which it occupies is the grandest on the continent, and was prepared to meet the requirements of a great high-class hotel without regard to labor or expense. Every one of the 400 guest rooms is finely furnished, while many are beautifully decorated. The furniture of this palatial hotel is in keeping with the surroundings. The culinary department and dining room (175 feet long) being located at the top of the structure, the hotel is entirely free from all disagreeable odors. The view from the dining room during meals is superb. [See "Auditorium Views."] On a clear day the shores of Wisconsin and Michigan are distinctly seen. The banquet hall is without a peer on the continent. The rotunda of the hotel is in itself worth a visit from strangers; supported by massive marble columns and decorated in the highest style of art, with Mosaic flooring, rich carvings and costly fittings, it is the grandest hotel office in the world. The Auditorium Hotel is the most fashionable in Chicago, and many of the most exclusive people in the city are its regular guests. The cuisine is pronounced unsurpassable.

The banquet hall of the Auditorium hotel is probably the most magnificent in the world.

Briggs House.—Located on Randolph st. and Fifth ave., one of the oldest and most popular of the great hotels of the city. Its location is most central, being convenient to the wholesale as well as the retail districts of the city, the Board of Trade quarter, etc. The hotel is a stately structure and is admirably managed. Rates $2 and upward. Frank Upman, proprietor.

Burke's European Hotel.—Located on the south side of Madison between La Salle and Clark sts., in the heart of the business center. This is a first-class house in every particular and is conducted to meet the demands of the traveling public. The great "Chicago Oyster House" restaurant is run in connection with it. Room and board separate. Cl. Brinkman, proprietor.

Clifton House.—Located on Monroe st. and Wabash ave., convenient to the retail center, railroad depots, street car terminals, etc. A family and commercial hotel combined. The hotel contains two hundred handsomely furnished rooms. Rates $2.50 to $3 per day. Woodcock & Loring, proprietors.

Commercial Hotel.—Located on the cor. of Lake and Dearborn sts., a hotel for the accommodation of country merchants and unpretentious visitors. Well managed and respectable. Rates $2 per day and upward.

Continental Hotel.—Located on Wabash ave. and Madison st., in the business center. Very popular with country shoppers and merchant buyers. Rates moderate. Mrs. Hannah Collins, proprietress.

Gault House.—Located on West Madison and Clinton sts. The leading hotel of the West Side. Very convenient to Union depot. This is one of the oldest hotels in the city. It is managed admirably and is popular with travelers and families. Rates $2 and upward. Rogers & Fall, proprietors.

Gore's Hotel.—Located at 266–274 S. Clark st. Conducted on the American and European plans. A splendid building, handsomely furnished and centrally located. Stands well. Gore & Heffron, proprietors.

Grand Pacific Hotel.—Located on La Salle, Jackson and Clark sts. The Jackson st. front almost faces the Board of Trade. The Clark st. front faces the general postoffice. The La Salle st. front faces some of the immense office buildings in the Board of Trade center. The main entrances are on La Salle and Clark sts. The ladies' entrance is on Jackson st. This building was scarcely completed in 1871 when the great fire swept it out of existence in a single night, although its construction was almost wholly of iron, stone and glass. It was immediately rebuilt and opened to guests in June, 1873. Although acknowledged to be one of the finest hotels in the world when completed, it has undergone many improvements since then. The principal internal improvements consist of the introduction of a second passenger elevator, of the Crane hydraulic pattern; the entirely new system of electric lighting, operating thirty arc and nearly two thousand incandescent lamps; the thorough remodeling and refitting of the public closets in marble, brass and mahogany; the refitting of the exchange and bar; and the establishment of the Grand Pacific cafe and lunch room. During 1890 an addition of 100 guest rooms was made, greatly increasing the capacity of the hotel, which now contains over 900 rooms. Besides making the mentioned improvements in the hotel, its proprietors have caused the guests' parlors and chambers to be completely renovated, redecorated and refurnished, and the Grand Pacific Hotel is in a better condition than ever to offer every luxury and comfort that its guests may require. The following are the dimensions of the hotel and some of its principal rooms: Grand dining hall, 137 x 62 feet; ladies' ordinary, 65 x 60 feet; ladies' parlors, 96 x 25 feet; grand corridor and promenade, 127 x 30 feet; cafe and lunch room, 137 x 56 feet; rotunda and office, 178 x 157 feet; exchange and bar, 161x118 feet; halls (Jackson and Quincy sts.), 315 x 12 feet; halls (Clark and La Salle sts.), 176 x 12 feet. The total frontage of the Grand Pacific is over one thousand feet, and the building covers nearly an acre and a half of ground. The building contains 35,000 square feet of dimension stone, 30,000 square feet of rubble stone, 7,500,000 bricks, 8,500 yards of sand, 1,100 barrels of cement, 12,000 barrels of lime, 12,000 cubic feet of limestone, 40,000 cubic feet of sandstone, 596,000 square feet of pine flooring, 52,000 square feet of walnut and maple flooring, 82,000 linear feet of door and window casings, 237,000 square feet of inside blinds and shutters, 1,035 windows, 1,188 doors, 269 bath tubs and closets, 153,000 yards of plastering, 225,000 square feet of marble tile flooring, 7,500 square feet of slate tile flooring, 485 marble mantles, 8,500 square feet of polished plate glass. The gas fixtures include 37,145 feet of gas-pipe, 532 chandeliers, employing 1,714 burners, and 905 bracket lights, employing 1650 burners. There are 31 electric arc lights and 850 incandescent lamps, 2,200 feet of speaking tubes, 28 mouth-pieces 49 miles of wire, 615 fire-alarm bells and 9 annunciators, containing 559 indicators. There are sub-offices and separate annunciators on every floor. There are 11,445 square feet of sidewalk, 1,821 square feet of area platforms and 1,215 linear feet of steps. The hotel contains nearly 38,000 yards of carpet. In round numbers, the cost of the building may be placed at $1,400,000; that of the furniture, $400,000, and the value of the ground (lease-hold) $1,600,000. The Grand Pacific Hotel is convenient to every railroad office in the city, the majority of which are clustered within a distance of a block; it is within five minutes' walk of every principal bank, the insurance district, the great wholesale district, the retail store section, and is no more than half a block from every large grain and commission house in Chicago. It is near all the theatres and places of amusement, and cars leading to the churches, parks and boulevards constantly pass the door. Messrs. Drake, Parker & Co. are the proprietors and managers.

Hotel Brevoort.—Located on the north side of Madison, between La Salle and Clark sts. This is one of the best-known hotels in the city. Recently greatly enlarged. It is popular with travelers and merchant-buyers, being situated close to the wholesale and retail districts. Exclusively European. George N. Hubbard, proprietor.

Hotel Drexel.—Located at 3956 Drexel blvd. (entrance to Washington Park). A family hotel of high standing. Its situation is healthful and beautiful.

Hotel Grace.—Located on Clark and Jackson sts., opposite the postoffice. Conducted on the European plan. A splendidly furnished, high-class house. Edward Grace, proprietor.

Hotel Wellington.—Located on Wabash avenue and Jackson street. This hotel, although only known to the public for about one year is now recognized as one of the ultra fashionable hotels of the city. The hotel is magnificently arranged, decorated and furnished in the highest style of art. It is conducted on the European plan, for the very highest class of patrons, those who are willing to pay for the best of everything. The cuisine is pronounced unequaled in the country. Its location unsurpassed, situated at the head of the Grand Boulevard System, still within four to six blocks of the Postoffice, Board of Trade, wholesale and retail center, theaters, etc. The building has 275 feet of south and west frontage, electric lights, steam heat and every modern improvement throughout the house. The rates at this hotel vary from $2.00 per day upward. Suites with baths from $3.50 upward. On the parlor floor great attention is paid to fine private party and banquet rooms. In fact every accomomdation for guests and every luxury that suggests itself or could be suggested by an inquiry into the management of the best hotels in the world, has been adopted here. The proprietors are the Gage Hotel Company, with Albert S. Gage, as president and general manager.

Hotel Woodruff.—Located on Wabash ave. and Twenty-first st. This is a first-class and almost an exclusive family hotel. It is beautifully situated and well managed. The hotel has 100 rooms. Rates, $3 to $4 per day. J.W. Boardman & Co., proprietors.

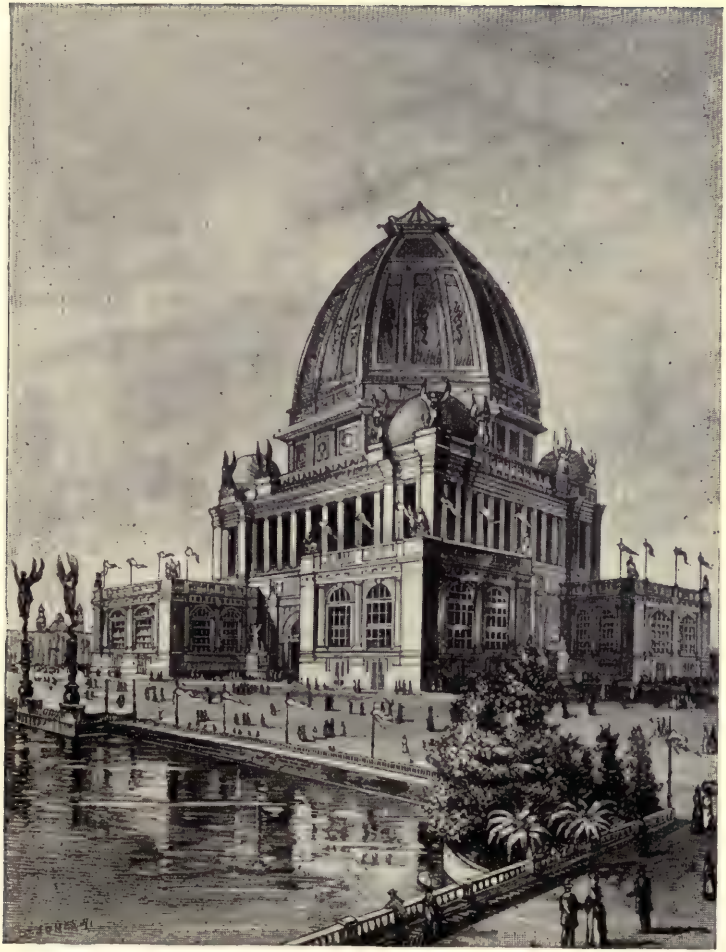
Hyde Park Hotel.—Located at Lake ave. and Fifty-first st. An elegant family hotel, convenient to the South parks. One of the largest hotels in the city. C. F. Milligan & Co., proprietors.

Leland Hotel.—Located on the corner of Michigan blvd. and Jackson st., Lake front, facing the site of a portion of the World's Columbian Exposition. For many years this was known as the Gardner House, but not until its name and management were changed did it come to be reckoned among the great hotels of the city. Its location is charming, on one of the finest boulevards in the city, overlooking the majestic Lake Michigan and yet being within easy access of the entire business section, the railroad depots, street car terminals, retail stores, theatres, etc. Numerous improvements have been made both in the interior and exterior of the building from year to year, and they are still going on. An immense addition to the structure is among the latest of these. The sanitary condition of the hotel has received the serious attention of the proprietor. The latest and best methods to insure the escape of all gases and offensive odors have been adopted, and the sewerage has been pronounced perfect. Recent alterations have made the house more beautiful than ever. The renovating and painting have been accomplished by experienced and competent artisans; and the frescoing of all the halls, parlors and public rooms has been by the hand or under the eye of the famous Almini. The *cuisine* department has been supplied with new and improved ranges and all the latest and best utensils to insure wholesome and savory food of every kind. The dining room of the Leland is a large, well lighted, handsome, airy room, finished in the latest style. In the hallway leading to the dining room, between the hours of half past five and eight o'clock, an orchestra of six pieces is stationed to render music during dinner time. This is a feature that no other hotel in Chicago has for the enjoyment of its guests. The advantages are at once perceived of a sojourn at a hotel past which all the finest turnouts of a great city quietly but rapidly drive. From the front of the Leland its inmates may, without the slightest inconvenience or undue curiosity, scan during every fine day the beauty and dress of the *elite* of Chicago, as well as their attractive carriages and equipages. No watering places on the continent offer so fine a point to study the exterior characteristics of the distinguished leading citizens of a population of much more than a million, as do the balconies and windows of the Leland Hotel. No noisy procession, street cars, market wagon or peddler is allowed on this boulevard. During the greater part of every fine day, beautiful carriages are moving continuously, but when the hours of rest approach, the avenue becomes quiet, and so remains until the seekers of health, pleasure and recreation turn out in their carriages on the morrow. The Leland has superior accommodations for families and gentlemen, with a table of peculiar excellence. Warren F. Leland, proprietor.

Since the above was prepared the Leland Hotel property has been sold for $1,025,000. A company headed by A. J. Cooper leased the land and bought the building and furniture for $400,000. The company, composed of local capitalists is known as the Grand View Hotel Company. The purchasers of the fee are Boston men. There will be expended $100,000 in improvements by adding two stories, which will give an addition of 150 rooms. The basement will be fitted up as a Russian and Turkish bath establishment.

McCoy's European Hotel.—Located at the corner of Clark and Van Buren sts. A first class hotel conducted on the European plan. William McCoy, owner and manager.

Palmer House.—Located on the southeast corner of State and Monroe sts., in the heart of the city, with a frontage on State st., Monroe st. and Wabash ave. Main entrance on State st.; ladies' entrance on Monroe st. The building occupies about one-half of the entire block. It covers an area of 76,550 square feet; is nine stories in height, has 708 rooms and accommodates usually from 1,000 to 2,400 guests The grand rotunda of the hotel is 64 feet wide, 106 feet long and 36 feet in height. The dining room is one of the most elegant in Chicago. The parlors and waiting rooms are superbly furnished. The entire furnishings and fittings of the house are of the first order. The Palmer House is itself one of the most imposing and beautiful structures in the city. It is a popular hotel for commercial people, and its rotunda most of the time day and night is a sort of a rendezvous for the merchants of Chicago or their representatives and visiting buyers. The Palmer House is conducted on the European plan.



[Engraved for The Standard Guide Company.]

ADMINISTRATION BUILDING, WORLD'S COLUMBIAN EXPOSITION.

[Specimen Engraving from Flinn's "Hand-Book of The World's Columbian Exposition."]

The charges are regulated entirely by the accommodations required. Mr. Potter Palmer is the sole proprietor and manager. This magnificent hotel was destroyed by fire before being completed in 1871. Hardly had the debris cooled off, however, ere Mr. Palmer began the work of excavation for the new structure. A great part of the time during the rebuilding operation workmen were employed day and night, immense calcium lights being used after the sun went down. The new Palmer House was opened in the year 1873.

Richelieu Hotel.—Located on Michigan avenue boulevard between Jackson and Van Buren streets. A hotel conducted upon the European plan, and is strictly first-class in every respect; has a large patronage from European travelers. It is elegantly furnished and has more the appearance of an elegant home than an hotel. Its *cuisine* is the first and only example of high-class French cooking in a Chicago hotel. It has a world-wide reputation for having the largest and finest assortment of choice wines ever owned by any similar establishment in this country.

Saratoga Hotel.—Located at 155, 157, 159 and 161 Dearborn st., in the heart of the business section. This hotel is conducted on the "European plan," that is, guests pay only for rooms they occupy and such meals as they may require, or may take their meals elsewhere. Rates 75 cents per day and upward. The house has 200 rooms, newly furnished, with hot and cold running water and steam heat in every room furnished free. Rooms with baths and parlors attached on every floor. Office on ground floor, with elevator, electric lights and all modern improvements. The Saratoga Restaurant is run in connection with the hotel and under the same management. The restaurant has been thoroughly renovated and furnished new throughout, and is conducted in first-class manner at popular prices.

Sherman House.—Located at the northwest corner of Clark and Randolph sts., opposite the north entrance to the Court House. This is a landmark and one of the historic structures of the city, marking as it does a site which has been familiar to Chicagoans from the earliest settlement of the place. One of the first mayors of the city had his blacksmith shop here, and the original Sherman House was erected on the spot by Francis C. Sherman, who afterward became twice mayor of the city. This was an humble building. Mr. Sherman very considerably enlarged, remodeled and improved it in 1861, and up to the time of the great fire of 1871 it was the most pretentious hotel in the city. It fell before the enemy on the night of October 8, 1871, but was soon rebuilt as it stands to-day. The hotel takes its name from Mayor Sherman and not from the famous Union general, as many in these days suppose. The present proprietor, Mr. J. Irving Pearce, upon taking the house, refurnished it throughout. "Long" John Wentworth made it his home during the latter portion of his life, and his massive form was a familiar figure in the rotunda and corridors of the building. The public rooms and bedrooms of the structure have been completely remodeled during the past three years, making the house one of the most modern and elaborate in the country. It is a first-class hotel, strictly fire-proof, well managed, and conducted with the view of making its guests comfortable at any expense. The bed rooms are the largest and best furnished in the world, and the table is acknowledged superior to any other.

Southern Hotel.—Located on Wabash ave. and Twenty-second st. A first-class family hotel, well furnished and equipped. E. A. Bacheldor, proprietor.

Tremont House.—This is one of the first hotels rebuilt after the '71 fire, and is considered one of the very best. The location, on the corner of Dearborn and Lake, only three blocks from Illinois Central, Michigan Central, Vandalia, Burlington & Quincy depots. The hotel contains 250 rooms; 100 of them are furnished with porcelain bath tubs and sanitary water closets. The rooms are all handsomely furnished, and every modern convenience and every luxury known to hotel management has been introduced. Proprietors, Alvin Hulbert & W. S. Eden.

Victoria Hotel.—Location, Michigan avenue and Van Buren street, overlooking the beautiful lake front. A first-class hotel, thoroughly equipped with all modern improvements. Two hundred and sixty guest chambers. J. M. Lee, proprietor; E. A. Whipple, associate manager.

Virginia Hotel.—Located at 78 Rush st., North Side. One of the largest and most beautiful private and family hotels in the world. The building is a splendid specimen of modern hotel architecture. This is a high-class house in every sense.

Other Hotels.—Other hotels from which the visitor may make a selection are as follows. The locations given will be the best guide in many respects for the stranger. Those in or near the center of the city are most convenient; those situated farther out are generally more pleasant for persons seeking quiet. Adams House, 4703 State; Albemarle House, 262 to 266 State; Allen House, 4137 Halsted, Union Stock Yards; Alma European Hotel, 109 State; Alvord House, Oakwood blvd., nw. cor. Cottage Grove; American Hotel, 120 Kinzie; American House, M. C. Coulon, prop., 113 S. Canal; Anna House, Delmon W. Norton, prop., 102–104 N. Clark; Arcade Hotel, 164 Clark; Arlington House, 34–36 W. Madison; Austrian House, Mrs. Julia Jackson, prop., 117 Franklin; Baldwin European Hotel, 74 Van Buren; Barnes House, B. L. Newman, prop., 36 W. Randolph; Bartl Hotel, John Bartl, prop., 355 State; Belvidere House, Henry Walt, prop., 47 State; Bennett House, Mrs. E. S. Bennett, prop., 73 Monroe; Boulevard House, Mrs. Sarah Ehlem, prop., 328 Washington blvd.; Boyle's Hotel, Mrs. Bella Boyle, prop., State, nw. cor. Forty-fifth; Brighton House, Sidney W. Yetter, prop., S. Western ave., se. cor. Archer ave.; Brown's Hotel, Thomas S. Brown, prop., 68 Van Buren, Burlington House, Levi Pritchard, prop., 680 S. Canal; Burton House, 4119 Halsted; Butcher's Hotel, Archibald Murphy, prop., Loomis, sw. cor. Forty-fifth; Calumet House, Joseph Brown, prop., 9001 Ontario ave. (S. C.); Carelton House, Mrs. M. Harrison, prop., 78 Adams; Central European Hotel, Jacob Pirrung, prop., 13 S. Water; Central Hotel, Geo. A. Neeb, prop., S. Chicago ave., nw. cor. Seventy fifth. (H. P.); Central House, Theo. and Ruth R. Nelson, props., 250–258 State; Chicago European Hotel, 156 Clark; Choate House, W. H. J. Dougherty, prop., 268 State, City Hotel, W. F. Orcutt, prop., State, se. cor. Sixteenth; Clarendon House, E. Philbrick & Son, prop., 152 N. Clark; Colorado House, 123 S. Canal; Columbade Hotel, 256 Michigan ave.; Columbia Hotel, J. D. Palmer, prop., State, nw. cor. Thirty-first.; Commercial Hotel, 243 Sixty-third (L.); Commercial Hotel, A. Burkli; prop., 9440 Commercial ave. (S. C.); Conroy's Hotel, 407 State;

Continental Hotel, Mrs. Hannah Collins, prop., Wabash ave., se. cor. Madison; Cosmopolitan European Hotel, B. L. Newman, prop., 307 Clark; Court Hotel, 487 State st.; Crescent Hotel, E. Fuller, proprietor, 347 Fifth ave.; Cullen House, 191 W. Madison st.; Damon Hotel, 51 Clark st.; Dannevirke Hotel, 219 Milwaukee ave.; Davenport House, A. P. Russell, proprietor, 180 N. Clark st.; Davies House, Robert C. Davies, proprietor, e. of Torrence ave., 5th w. of 106th st. (Cummings); Debus House, Moses Masser, proprietor, 341 Clark st.; Delmonico Hotel, 9347 Commercial ave.; Deming European Hotel, F. A. Smith, proprietor, 136 to 138 Madison st.; Depot House, 119 S. Canal st.; Dorley, Thomas J., 45 Michigan ave.; Douglas House, Thomas Dickenson & Son, proprietors, 3500 Cottage Grove ave.; Dowling House, 137 S. Canal st.; Empire House, 4141 S. Halsted st.; Englewood House, 315 Sixty-third st. (Englewood); Eureka House, 75 Jackson st.; Ewing House, Ewing ave., corner 100th st. (South Chicago); Exchange Hotel, Mrs. Harriet Butler, proprietor, 7325 South Chicago ave. (S. C.); Exeter House, J. H. Hicks, proprietor, 146 Madison st.; Farwell House, Thomas Dakin, proprietor, S. Halsted, near cor. Jackson st.; Flint's European Hotel, 80 Van Buren st.; Gaines House, Thomas Gaines, proprietor, 180 N. Clark st.; Garden City Hotel, 46 to 48 Sherman st.; Garden City House, A. Stierlin, proprietor, 101 to 105 N. Wells st.; Garden Hotel, Marion Radetzky, proprietor, 312 State st.; Germania House, August Mascher, proprietor, 180 to 182 Randolph st.; Gile, John F., 995 W. Madison st.; Gladstone Hotel, 3035 Michigan ave.; Golden Star House, Charles Wegman, proprietor, 203 Plymouth place; Goldston's Hotel, S. Goldston, proprietor, 286 Wabash ave.; Grand Hotel, Peter Portlend, proprietor, 127 N. Clark st.; Grand Hotel, Richard Jaap, proprietor, 230 State st.; Grand Palace Hotel, C. T. Newberry, proprietor, 103 N. Clark st.; Greenwood Avenue Hotel, Greenwood ave., S. Seventy-sixth st. (H. P.); Hagemann's Hotel, Mrs. Louise Hagemann, proprietor, 147 Randolph st.; Hamburg House, 86 Sherman st.; Hamburg House, M. Marks, proprietor, 186 Randolph st.; Harrison Hotel, Thomas Kearney, proprietor, 128 Harrison st.; Haymarket Hotel, J. M. Getman, proprietor, 157 W. Madison st.; Hoffman House, 170 Clark st.; Hotel Alger, Fifty-first st., e. of Trumbull ave.; Hotel Boyd, 2010 to 2012 Wabash ave.; Hotel Bristol, S. S. Buckley, proprietor, 214 Thirty-first st.; Hotel Brunswick, H. C. Knill, proprietor, Michigan ave., n. w. cor. Adams; Hotel Columbia, 15 N. State st.; Hotel Cortland, R. Evans, proprietor, 16–22 Adams st.; Hotel Crystal, James Hayward, proprietor, 34 Washington st.; Hotel Danmark, 126 Kinzie st.; Hotel Dayton, Theodore Nelson, proprietor, 74 N. Clark st.; Hotel Dearborn, Joseph Pratt, proprietor, 398–404 State st.; Hotel Delavan, Mike Teller, proprietor, 143 N. Clark st.; Hotel Dixon, Malissa Randolph, proprietor, 310 State st.; Hotel Edwards, Charles E. Edwards, proprietor, 334 Washington blvd.; Hotel Fargo, Marion Radetzky, proprietor, 248 State st.; Hotel Florence, 111th st., cor. Wall ave.; Hotel Glenarm, 167 Madison st.; Hotel Harvard, 100 W. Madison st.; Hotel Henrici, Loewenthal & Buxbaum, proprietors, 70–72 Randolph st.; Hotel Irvine, Mrs. R. E. Irvine, proprietor, 71 Van Buren st.; Hotel Kirkwood, 69 Randolph st.; Hotel LaFayette, E. S. Pinney, proprietor, 111 W. Madison st.; Hotel Langham, Cleveland & Co., proprietor, 1840 Wabash ave.; Hotel Le Grand, Ferdinand Wistawil, proprietor, 39–45 N. Wells st.; Hotel Lincoln, Richard Stafford, proprietor, 70 Jackson st.; Hotel Mechanics Hall, The Strand, s. of 133d st. (Heg.); Hotel

Midland, F. H. Thompson, proprietor, 135 Adams st.; Hotel Milan, Peter M. Lauphier, proprietor, 153 S. Halsted st.; Hotel Nicollet, Henry B. Upman, proprietor, se. cor. Randolph st. and Fifth ave.; Hotel Orient, 693 S. Halsted st.; Hotel Richland, 168 Clark st.; Hotel Richmond, B. F. Bruce, Jr., proprietor, State st., nw. cor. Van Buren st.; Hotel Royal, 1714 Indiana ave.; Hotel St. Benedict, Chicago ave., nw. cor. Cass st.; Hotel Svea, 131 Chicago ave.; Hotel Vendome, Fleming J. Hifling, proprietor, North Park ave., nw. cor. Centre ave.; Hotel Wisconsin, 22 Wisconson st.; Hotel Worth, Will H. Worth, proprietor, 435 Washington blvd.; Humboldt Park House, W. North ave., se. cor. N. California ave.: International Hotel, 167 Harrison st.; Jefferson's European Hotel, 145 S. Canal st.; Julian Hotel, cor. Sixty-third st. and Stewart ave.; Keller House, Mrs. Rosa Keller, proprietor, 125 W. Madison st.; Kemp House W. Kemp, proprietor, Seventy-sixth st., e. of Woodlawn ave. (H. P.); Kuhn's Hotel, 165 Clark st.; Lakeside Hotel, 3619 Lake ave.; La Pierre House, J. H. Jett, proprietor, 181 Washington blvd.; La Salle House, Mrs. Frank Leland, proprietor, 47 La Salle; Logan Square Hotel, William F. Gaines, proprietor, 480 N. Kedzie ave.; Mackinac House, Mackinac Hotel Company, proprietor, 326–332 State; Massasoit House, Conrad F. Pirring, proprietor, Central ave., sw. cor. S. Water; Mather House, Mrs. M. A. Simpson, proprietor, 362½ Wabash ave.; May's European Hotel, A. May, proprietor, 421 Clark; McEwan's Temperance European Hotel, Peter McEwan, proprietor, 91 W. Madison; Merchants' Exchange Hotel, Philip Dieter, proprietor, 12 S. Water; Metropolitan Hotel, Sternberg & Co., 26 N. Wells; Myers House, Joseph Freund, proprietor, 14–16 Bishop ct.; Michigan Hotel, Wm. E. Burns, proprietor, 346 State; Minnesota House, 97 S. Canal st.; Muskegon House, Jacob Grabenstein, proprietor, 21 Michigan ave.; National Hotel, D. A. Dooley, proprietor, 230 State st.; New England Hotel, 129 S. Canal; North City Hotel, 89 N. Wells; Northern Pacific Hotel, 62 Sherman; Norwood House, 91 S. Desplaines; Oakland Hotel, Hawkins & Sanford, proprietors, Drexel blvd., se. cor. Oakwood; Ogden House, John Henderson, proprietor, 100 Franklin st.; Old Metropolitan Hotel, Nicholas Yack, proprietor, 192–196 Randolph; Oxford, The, Matthew J. Henderson, proprietor, 159 S. Canal; Panorama Hotel, Victor Johnson, proprietor, 49 Hubbard ct.; Park Hotel, W. W. Townsend, proprietor, Milwaukee ave., Jefferson Park; Park View House, Charles H. West, proprietor, 310 Michigan ave.; Paxton House, Geo. H. Richardson, proprietor, 2458 State; People's Hotel, Malissa Randolph, proprietor, 368–370 State; Phoenix Hotel, Gust. Burdick, proprietor, 77 S. Canal; Putnam's Hotel, 163 Adams; Randolph European Hotel, Mrs. M. Duffy, proprietor, 102 Randolph; Rausley House, Joseph Rausley, proprietor, 499 State; Reaper House, Liberat Damer, proprietor, 1185 Blue Island ave.; Riverdale Hotel, Charles Michaels, proprietor, Indiana ave., s. of 134th st., Riverdale; Rock Island House, 50 Sherman; Rodgers Hotel, T. J. Rodgers, proprietor, 4209–4211 W. Lake; Rose Hotel, 365 Wabash ave.; Royal European Hotel, Mrs. Jessie Brown, proprietor, 37 Adams; Roy's House, John H. McCormick, proprietor, S. Chicago ave., s. 133d, Hed.; Scandinavian Hotel, 87 Townsend; Schaefer's Hotel, August Schaefer, proprietor, 965–967 N. Clark; Sharpshooter's Park Hotel, Henry Neben, proprietor Jefferson, near 118th; Shelburne Hotel, Mrs. Mary Benson, proprietor, 306 Chicago ave.; **SOUTH CHICAGO HOTEL**, John L. Crawford, proprietor, Ninety-second, near Commercial av.; **SOUTH SIDE MADISON HOUSE**, 164 Madison; **STAFFORD'S EUROPEAN HOTEL**, 131 Van Buren; **ST. BERNARD HOTEL**, 10 Madison; **ST. CAROLINE'S COURT HOTEL**, 18 Elizabeth; **ST. CHARLES**, 15 Clark; **ST. CLOUD HOUSE**, 201 W. Randolph; **ST. JAMES HOTEL**, Charles Wittingham, proprietor, 36 S. Halsted; **ST. NICHOLAS HOTEL**, Orsemus Van Der Vort, proprietor, 200 Washington; **SUNNYSIDE HOTEL**, Daniel Browning, proprietor, Clark, se. cor. Sunnyside ave.; **SVEA HOTEL**, O. H. Ahlgren, proprietor, 11 Milton ave.; **TRANSIT HOUSE**, L. Everett Howard, manager Union Stock Yards; **UNION EXCHANGE HOTEL**, 115 S. Canal st.; **UNION PARK HOTEL**, Mrs. A. M. Carey, proprietor, 521 W. Madison; **VAN NESS HOUSE**, 224 Clark; **WALHALLA HOTEL**, A. Doemling, proprietor, 115th, cor. Mountain; **WALTERS' HOTEL**, John Walters, proprietor, Anthony ave., cor Ninty-fourth (S. C.); **WASHINGTON HOTEL**, 17 W. Madison; **WAUKEGAN HOUSE**, 183 W. Lake; **WAVERLY HOTEL**, John Laurie, proprietor, 130 Lake; **WAVERLY HOUSE**, 63 W. Lake; **WAYNE HOTEL**, 97 Michigan; **WELLS ST. HOUSE**, Mrs. Louisa Weser, proprietor, 95 N. Wells; **WEST END HOTEL**, A. F. Doremus, proprietor, 503 W. Madison; **WEST SIDE COMMERCIAL HOTEL**, 116 W. Madison; **WESTMINSTER HOTEL**, Cole & Homan, proprietors, 462 N. Clark; **WHEELING HOUSE**, Joseph Teufel, proprietor, 82–84 W. Lake; **WINDSOR EUROPEAN HOTEL**, Samuel Gregsten, proprietor, 145–153 Dearborn; **WITBECK HOTEL**, Mrs. Geo. Witbeck, proprietor, 74 Adams; **WYNDHAM HOTEL**, 2934 Prairie ave.

INEBRIATE ASYLUMS.

The institutions of the city which receive and treat patients suffering from alcoholism are: Alexian Brothers' Hospital, 539–569 N. Market st. (take N. Market st. car); Dr. Chas. W. Earle's private sanitarium, 533 Washington blvd. (take Madison st. cable line); Martha Washington Home (for female exclusively), Graceland and Western aves., Cuyler station, near Ravenswood (take train at Wells st. depot, Wells and Kinzie sts.); Mercy Hospital, conducted by the Sisters of Mercy, Calumet ave. and Twenty-sixth st. (take Cottage Grove ave. cable line); St. Joseph's Hospital, conducted by the Sisters of Charity, Garfield ave. and Burling st., near N. Halsted st. (take Garfield ave. or N. Halsted st. car), and the Washingtonian Home, W. Madison st. and Ogden ave. (take Madison st. cable line). Of these institutions, hospital treatment only is afforded by all excepting the Martha Washington and Washingtonian Homes. The latter are reformatory institutions, and, when their rules are strictly enforced, do not accept patients merely for physical treatment. [See also "Keeley Institute, The," separate department of this volume.

Martha Washington Home.—Established by the Washingtonian Home Association in 1881, as an auxiliary of the Washingtonian Home, where females addicted to alcoholism might receive and be benefited by the same treatment as that which males were receiving in the parent institution. The home is located in the country, about one mile west of Cuyler station, on the Chicago & North-Western railroad, or, properly speaking, on the corner of Graceland and Western aves. This institution is in charge of Mary F. Felt, matron, under direction of a committee of admission and discharge, consisting of three members of the executive committee of the Washingtonian Home Association. The ladies' committee is composed of Mrs Gen. Sherwood, Mrs. B. A. Miller, Mrs. Thomas Moulding, Mrs. Dr. C. W. Earle. Mrs. Dr. H. M. Lyman and Mrs. James Frake. All applications for admission must be made to the committee of admission, excepting under certain circumstances, when the matron may admit applicants pending a meeting of the committee. Persons having a permanent home within Cook county, whose circumstances render it imperatively necessary, are admitted free, at the discretion of the committee on admission; but all other persons are charged for their board and rooms at such rate per week as may be determined from time to time by the executive committee. Persons able to pay are not admitted for a less sum than $10 per week. No person is admitted for a less period than four weeks. All persons, on becoming inmates, bind themselves to observe and obey the rules and regulations governing the internal affairs of the institution and perform any manual labor assigned them. Any deliberate violation of them will be considered good cause for discharge. Applications for admission can be addressed to the matron, Ravenswood, Cook county, Illinois, or to any member of the committee on admission, Chicago. If application is made by letter, full statement should be given of the case, the state of general health and the duration of the habit. The inmates of the Home January 1, 1891, numbered 17; there were admitted during 1891 102 inmates; discharged during the year, 110, leaving 9 in the Home on January 1, 1892. The treatment received at the Home is excellent, both as regards its medical and moral aspects, and the committee in charge claims that a very large percentage of those who pass through the institution are permanently reformed.

Keeley Institute, The.—See "Keeley Institute. The," separate department of this volume.

Washingtonian Home.—Located at the corner of Madison st. and Ogden ave., West Side. Superintendent, Daniel Wilkins, A. M.; matron, Mrs. Daniel Wilkins; physician in charge, Addison H. Foster, M. D ; resident physician, Dr. Forest Smith; consulting physician, Dr. Norman Bridge; consulting surgeon, Dr. D. W. Graham; consulting physician for the insane, Dr. D. R. Brower; consulting aurist and occulist, Dr. W. T. Montgomery; physician Martha Washington Home, Dr. W. Goodsmith. Conducted by The Washingtonian Home Association. Officers: President, C. H. Case; vice-president, James Frake; secretary, H. H. Aldrich; assistant secretary, L. P. Richardson; treasurer, George Sherwood. The Washingtonian Home was established in 1863, through the instrumentality of a few gentlemen, notably Rolla A. Law and A. A. Cowdery, members of the order of Good Templars.

Superintendent Wilkins has been in charge of the reformatory work of the Home since 1875. In his last report to the board of managers he said, among other things:

"During the twenty-seven years since October, 1866, 13,009 patients have been treated in the Washingtonian Home. Seven thousand of them were married and represented as many homes, and admitting that each family numbered four besides the father, here are 28,000 mothers and children made happy and cared for, for a longer or shorter period. During these years from one to six wives, separated from their husbands, have been re-united; and assuming an average of two a week 2,700 families have been re-constructed, and the wives and children cheered with a happy home, and very many of them made happy for life and the rest for a longer or shorter time. Six thousand single men have been returned to their homes also to console the hearts of mothers, sisters, fathers, brothers and friends. Who can tell the vast numbers that, through the examples and efforts of our graduates, have been and will be won into the ranks of total abstainers and become a blessing to the world? In view of these facts and results, has the Washingtonian Home paid? Where on the pages of history can you find an institution with such a record, or that has accomplished so much good in so little time and with so little money, as the one you represent to-night? God is with you, and he will bless you in saving yet the thousands who are not able to save themselves. For this work is His work and it can not fail."

During 1891 there were treated in this hospital, by months, the following number of patients: January, 105; February, 83; March, 113; April, 135; May, 119; June, 121; July, 131; August, 114; September, 108; October, 91; November, 100; December, 9; total, 1,311. The conditions of these patients from the use of alcohol or drugs, or from the use of both, were as follows: Mild alcoholism, 852; persistent alcoholism, 281; delirium tremens, 139; morphia, hypodermically, 3; morphia eaters, 7; opium smokers, 1; tincture opium, 1; insane, 5; received dying, 3; deaths, 7; total, 1,311. The work of hospital was much the same in character and extent as for the previous three years, although the number was about one hundred less than for 1890. The number of cases of delirium tremens was larger than ever before, and the number of violent cases (36) was very large; which, together with many critical cases with dangerous complications, sent monthly by the city physician, demanded the untiring attention and judicious management of the hospital steward, which he most cheerfully and satisfactorily gives to every one coming under his watch and care. Persons seeking admission for the first time, if residents of Cook County, are never rejected. After the first time they can only be admitted by the committee on admission and discharge. Persons able to pay are charged $10 to $15 for the first week, which includes hospital attendance, and from $5 to $20 for board in the Home proper, according to the location and character of rooms desired. There is a common dining room. The average patient is confined in the hospital seventy-two hours; to the building two weeks, and is expected to board in the institution two weeks longer, making his stay four weeks in all. The Home is a strictly non-sectarian institution and no religious or political discussion among the inmates is permitted. The hour of rising is 5:30 A. M., during all the year around excepting Sundays, a half-hour later; hour of retiring, 10 P. M.; morning prayers in the chapel 6 A. M., during all the year around, excepting Sundays, a half-hour later; experience meetings Sunday evenings; visiting days Tuesdays and Fridays. A course of lectures is delivered by Prof. Wilkins to the inmates on the effects of alcohol on the moral and physical man. The substance of these lectures is continued in a work by Mr. Wilkins, entitled "The Curse of the World," a volume which should be placed in the hands of every young man. The average number of inmates in the Home at present is about ninety. The total receipts of the Washingtonian Home Association for 1890 were $48,140.87, disbursements, $50,830.93. Balance in the treasury January 1, 1891, $6,138.78. There was due from the city, however, about $15,000 from license income.

KEELEY INSTITUTE, THE.

Probably no discovery in medicine has been productive of so much intelligent discussion or so much widespread interest during recent years as that made by Leslie E. Keeley, M. D., and it is certain that the workings of no medical institution in the world have been observed with closer attention among all classes of people during the past three years, than that which is known as The Keeley Institute, of Dwight, Ill. This stands alone, among the institutions of Illinois. It is something so original,so novel, so unique, that the compiler has found it impossible to place it under any established classification. It must be treated in relief. It is not a hospital. It is not an asylum. It is not a sanitarium. It is not a reformatory. It is all of these in one, and yet it differs from them in so many essential points that it must not be considered as of their class, nor in connection with them. The matter which follows is arranged so as to afford the stranger all the information required, in the most convenient form possible. The various headings are arranged in alphabetical order, and not according to the importance of the subjects, in conformity with the rule which governs the treatment of all subjects in this work.

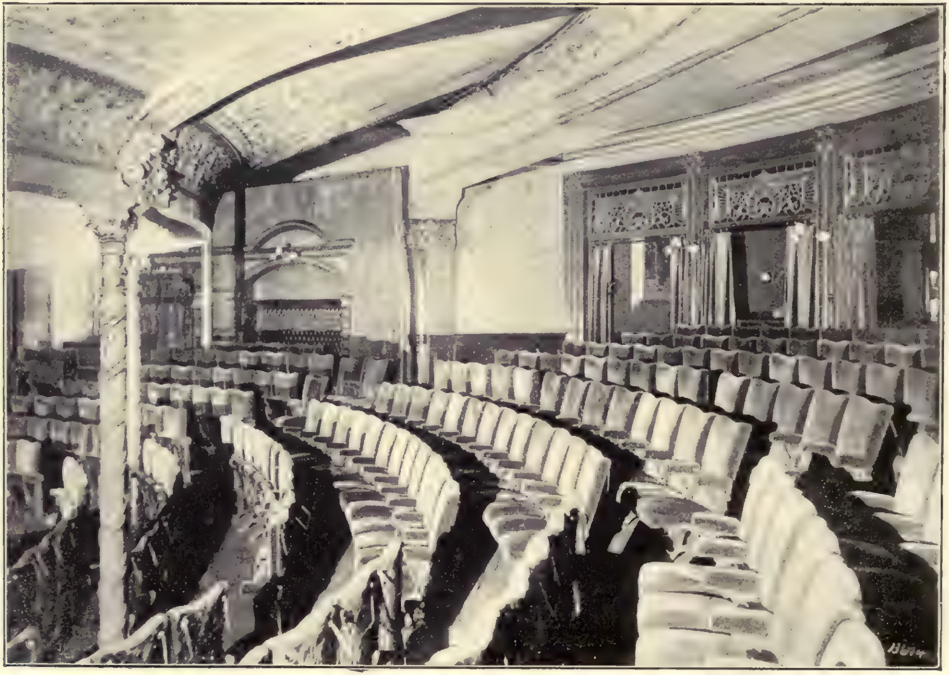
Associated Keeley Bi-Chloride of Gold Club.—At the convention called by the Directory of the Bi-Chloride of Gold Club of the world, which met in Dwight on the 15th and 16th of February, 1892, the name of the general organization was changed to the Associated Keeley Bi-Chloride of Gold Club, and the requisites for membership were fixed as follows: No person shall be eligible to membership in this association who has not taken the Keeley double chloride of gold treatment for alcoholic, narcotic or nervous diseases; and no man shall be admitted to membership who is in any way connected with the sale or manufacture of alcoholic stimulants as a beverage, or who has lapsed after his treatment, or who has contracted one habit after having been cured of another.

The following officers were elected to serve for 1892–93. President, S. E. Moore, Pittsburg; vice-presidents, W. S. Arnold, Washington, and Frank P. Clark, Kansas City; secretary and treasurer, the Hon. J. D. Kehoe, Kentucky. Directors. W. M. Burris, Liberty, Mo.; John J. Flinn, Chicago; the Hon. Waller Young, St. Joseph, Mo.; D. V. Youngblood, Carbondale, Ill.; D. G. Wooten, Dallas, Tex.; J. M. Kelly, Pittsburg; A. R. Calhoun, New York; S. A. McLean, Michigan; James A. Merritt, Minnesota; W. G. Richardson, Kansas; Ed. F. Mullen, California.

Advisory Committees were appointed by the Executive Committee for each State (see Bi-Chloride of Gold Club of the world under headings "Clubs,gentlemen's and social") Leslie E. Keeley, LL. D., M.D., was elected honorary president.

Bi-Chloride of Gold Club.—The Bi-Chloride of Gold Club of Dwight, it is unnecessary to say, is the parent Bi-Chloride of Gold Club of the world. At the present writing it has a membership of about 4,000. [See Bi-Chloride of Gold Club of Dwight, and Bi-Chloride of Gold Club of the World, under "Clubs."]

Character of the Patients.—There may be found undergoing treatment at Dwight, representatives of every class of society except that known as "the bum element." If a man is a "bum" when he reaches Dwight, and is not so naturally, the odor of the pot-house and the barrel-house very speedily leaves him, and he finds that unless he quickly changes his manners his asso-



[Engraved for The Standard Guide Company.]

INTERIOR VIEW OF GRAND OPERA HOUSE.

[See "Amusements."]

ciates will prove neither social nor tolerant. If he is a "bum" naturally the chances are that he will not stay his full time out. There is another class equally obnoxious and its representatives are received with even less consideration. This is the "snob element." The man who comes to Dwight with the idea that he will find there no person who by any possibility can be considered as good as he is, is very quickly disenchanted with himself. At first he holds himself aloof from the rest save when it is necessary for him to get into line for treatment. By degrees he discovers that the men in front of him and the men behind him occupy positions in the world far superior to that held by him. His snobbishness, if he be not naturally a snob, soon disappears. If he be a snob naturally he is not likely to stay his full time out either. There may be found in the lines at Dwight representatives of every rank in life. Professional men are there in large numbers. Physicians, lawyers, ministers of the Gospel, authors, journalists, poets, wits, judges from the bench, members of Congress, members of the various State Legislatures, civil engineers, architects, and men of this character are scattered plentifully through the lines, as well as bankers, merchants, contractors, railroad officials, board of trade brokers, first-class artisans and mechanics and men of that character. It is impossible for the newcomer to form any idea of the class of men he is brought into contact with. By slow degrees he becomes acquainted and finds to his surprise that he has been walking shoulder to shoulder, perhaps, with men whose names are familiar to the American public and who occupy high places in the esteem of their fellow-citizens.

Daily Life at Dwight.—It is a quiet life at Dwight, but not a dull one. There is no chance for dullness and stagnation where so many newspaper men, politicians, lawyers, war veterans, and city men of affairs are gathered. People find out each other here, and when a man is found out he is expected to turn in and do his best for the general amusement or the public good. Nearly every candidate for the bichloride of gold course goes to Dwight with the desire and intention of keeping his visit a secret, and many make elaborate preparations at home for carrying out the fiction of a visit to the Springs or a trip to the seaside. But it amounts to nothing. They meet old acquaintances who have come on the same errand; they are recognized by friends on passing trains, or gossipy people who are writing home send lists of distinguished inebriates who are their companions. The secret always comes out. But the strange part of the story is that after the first week no one wants to hide the fact that he has passed through Dr. Keeley's hands. He is proud of it, and he exults in the idea that he will be able to tell his friends that the chains have fallen from his wrists and that he is free. "I am going home next week," said a happy patient, "to let my wife get acquainted with me. We have been married twelve years and she has never known her husband!" Such sunshine as this has fallen upon thousands of households that once were desolate, but now are filled with happiness. This will explain why so many who came with reluctance and with doubt are glad to hear from the doctor's lips that they must stay another week, and even then leave Dwight with reluctance. This is why strong men break down in tears when they come to say good-by. They have formed acquaintanceships which are different from any they made before and which are the blossom and fruit of a common knowledge of sorrow and a common bitter experience. The friendships made in Dwight are unlike any that come up in the ordinary business of life, and will be apt to outlast most others. The badge of the

Bi-Chloride of Gold club is likely also to be the longest worn of any such ornaments. All the members have promised to wear it at all times, not only as a shield and reminder, but also as a pleasant memorial of their days at Dwight and the friends they made there. As the day of their departure draws near patients who wonder why they were side-tracked at an unknown village see the wisdom of the plan that brought them to Dwight. In a large city or at a watering place the work they have been doing for themselves would have been doubled by the temptations and distractions that presented themselves. In the little village, whose peaceful homes are shaded by the cottonwood and maple, and whose every open door welcomes the stranger, the work of rest, peace, and regular habits proceeds apace. To the jaded brain the song of the thrush and the call of the robin come with new meaning as the man finds the years that were once worse than wasted dropping from him, and that the vigor of early manhood, with its hopes and ambitions, is returning. This is the work of restoration and reconstruction that is claimed for Dr. Keeley and Dwight, and to which 5,000 saved men stand ready to bear witness. The work and the place are adapted to each other perfectly. The great and good physician who has given the best years of his life to the rescue of the drunkard comes before the world fitly framed in by the pretty little village of Dwight, where his work began, and from which he has sent out a perpetual stream of sunshine on innumerable homes. There, where men who had lost all hope heard from his lips the first promise of a cure, and there they will look back to see him always, as they last saw him, with a smile of trust upon his lips. And the last thing they forget in life will be Dr. Keeley and the work he did for them at Dwight.

Departures and Arrivals.—Train time is always looked forward to at Dwight, sometimes with pleasure and sometimes with sorrow. Pleasant ties are broken every day. The departing graduate, while looking forward with pleasure to meeting his friends once more, leaves his associates with regret. He is generally given a hearty farewell. New arrivals are immediately taken in hands by attendants of the Institute, who are always in waiting at the station. [See illustration.] No matter what the condition of the arrival may be no remarks are made about the man as he passes through the crowd. Under no circumstances is good taste offended.

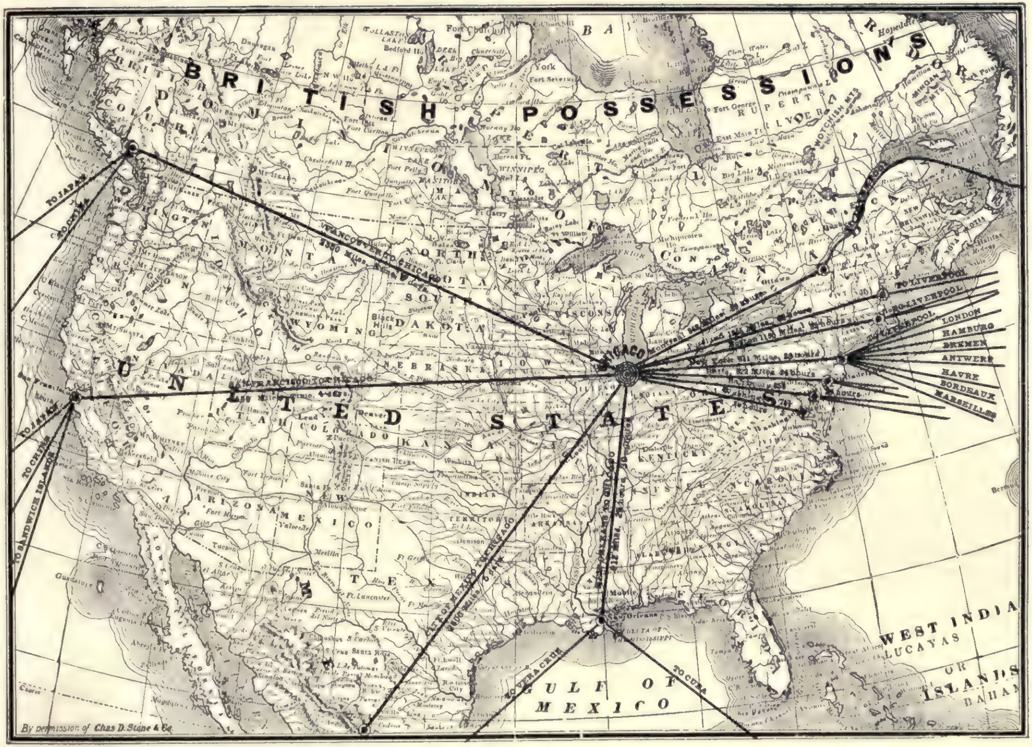
Depot.—The Chicago & Alton Railway Company has erected at Dwight a handsome granite railway station for the accommodation of its patrons. It was much needed.

Discovery of the Remedy.—From Opie P. Reed, journalist, novelist and wit: "For many years Dr. Keeley was a general practitioner at Dwight, and was the first regularly-engaged railroad surgeon in the United States, having been tendered the position by the Chicago & Alton twenty years ago. He grew up with the idea that drunkenness was a disease and that it could be cured; indeed, this idea was an inheritance. His grandfather, an Irish gentleman and a fine physician, held the same belief, and spent much of his life in the study of the subject, but without discovering a sure remedy. Years afterwards his son, also a physician, continued the investigation, but, after a long life, died without having made the discovery which his father had so earnestly sought. The present Dr. Keeley experimented for many years in the East where he was born, and in the West at Dwight; indeed, during the war, while he was surgeon in the Union army, he kept up his birth-seated habit of studying drunkenness and its possible cure, "One night about fourteen years ago the student walked forth from his laboratory. Dwight was asleep; the late trains had passed; a quiet joy filled the student's heart. Why? He was satisfied that the long-sought remedy had been found. A strong test was not long wanting. Shortly afterward Dr. Keeley was summoned to attend an old man who had attempted to commit suicide. He was the village drunkard. The doctor saved his life and then applied his discovery. The old man lived many years, but never took another drink of liquor."

Diseases Treated.—While by far the great majority of patients at Dwight and its branches are treated for alcoholism or drunkenness, great numbers of victims of narcotics, such as opium, morphine, chloral, etc., and tobacco, may also be found there, as well as sufferers from nervous diseases not superinduced by the use of alcohol drugs or tobacco. The success achieved by Dr. Keeley in his treatment of drunkenness has to a great extent overshadowed his equally successful treatment of those addicted to other and more pernicious habits. This is naturally so for the reason that the disease of alcoholism is so much more widespread and so much more prominent in the eyes of the public. Dr. Keeley looks upon the cigarette habit as being the most pernicious he has to deal with. Because of the apparent innocence of the habit it works a more complete ruin than any of the others to the nervous system of its victims. It is the only habit he is ocasionally led to denounce positively as a vice. There are issued by the Leslie E. Keeley Company a number of valuable pamphlets treating of the morphine and opium habit, in all its various phases and degrees, of the tobacco habit, the cigarette habit, and of neurasthenia, or nerve exhaustion, with information of vast importance to sufferers. These will be sent free to any person applying for them at the Keeley Institute Dwight, or at any of its branches, or they will be furnished together with any other imformation desired by any graduate of any of the Keeley Institutes, every one of whom considers himself an agent of the company to the extent of spreading the light of Dr. Keeley's discoveries so that all mankind may be benefited by it. No letter is ever left unanswered at the Keeley Institute, and no question is considered too troublesome to be answered by the staff of physicians in charge.

Dwight.—Dwight, Livingston county, Ill, a village made famous by Dr. Leslie E. Keeley's discoveries in medicine, and made important by reason of the location of the principal offices, laboratory and institute of the Leslie E. Keeley Company there, is located in what is historically known as Grand Prairie on the main line of the Chicago, Alton & St. Louis R. R., at the junction of its western division, about seventy-two miles from Chicago, and twenty miles from Pontiac, the county seat. It is a place of about 2,000 inhabitants, is the third in size, and one of the most important shipping points in the county. It was surveyed by Nelson Buck, deputy county surveyor for Amos Edwards, the regular surveyor of the county, in the fall of 1853, for R. P. Morgan, Jr., Jas. C. Spencer, John Lathrop and I. and K. O. Fell, who owned the land on which it stands. The original town embraced the southwest quarter of the southeast quarter of section 4; also the northwest quarter of the northeast quarter, and the northeast quarter of the northwest quarter of section 9, township 30, north range 7, east of the third principal meridian, and on the 30th day of January, 1854, was dedicated by Mr. Morgan, and the plat admitted to record. The following are his dedicatory words: "To be known as the town of Dwight, and the streets and alleys described on the town plat are hereby donated to the public." It was named for Henry Dwight, of New York, who was a capitalist, and furnished the money to build the road from Joliet to Bloomington, known as the Chicago, Alton & St. Louis Railroad. He is said to have lost a fortune in the construction of this road, and as a compliment to him, and in honor of his noble deeds, his name was given to the village, which, in spite of efforts to change it, it has ever since borne. It is said that the first indication of a town was the raising of a telegraph pole with a tin pan nailed on top, which served as a landmark and guide to the surveyors engaged on the Chicago, Alton & St. Louis Railroad, or, as then known, the Chicago & Mississippi Railroad Company, with the intention of building a railroad from Joliet to Alton. The road was located by Oliver H. Lee, chief engineer of the company, and the work pushed forward under the supervision of assistant engineers R. P. Morgan, Jr., H. A Gardiner and James A. Spencer, with such vigor and dispatch that on the 4th day of July, 1854, the first passenger train passed over the new road. Since then, Dwight, up to within the past three years, can not be said to have prospered. The railroad diverted such trade as formerly came to it to other points. It slumbered along for years as a sort of a community of retired farmers, and apparently knew as little and cared as little of the outside world as the outside world knew and cared about it. It has much the appearance of a frontier village to-day, the majority of the residences being one-story cottages. It has one or two very pretty avenues, however, and some handsome private residences, but it is plain that whatever prosperity it is now enjoying is due directly to the location there of the Keeley Institute, the patients of which number from 700 to 1,000 at all times. These are, generally speaking, men of means, and they have helped to swell the receipts of the shopkeepers, besides leaving a great deal of money with the hotel and boarding-house keepers. Dwight is a charming little prairie town in summer. In winter this can not be truthfully said of it, although its streets are being rapidly improved. The people of Dwight are socially agreeable, and patients at the Keeley Institute are uniformly treated with consideration. The young people are above the average in intelligence. There are good schools and churches here. Amusements are such as are furnished by the different church and secret societies, and the Bi-Chloride of Gold Club. The Keeley Company and the village government have in contemplation numerous improvements, the carrying out of which will completely transform the place within the next few years.

Effects of the Treatment.—All sorts of nonsensical stories are told of the effects of the Keeley treatment. There are patients who, for various reasons, exaggerate their sufferings and tell extraordinary stories of their endurance, simply for the purpose of leading their friends to believe that they are undergoing a dreadful ordeal, and undergoing it like heroes. The treatment, as a matter of fact, is a heroic one, but not in the sense that it brings great mental orphysical suffering with it. The drunkard who has been on a short or prolonged debauch probably never was "let down" so easily before. He is freed almost unconsciously from the desire for alcoholic stimulation, and without suffering the tortures which he has had to endure invariably on previous occasions. Suppose he arrives drunk at the end of a month's spree. If he is incapable of caring for himself an attendant is placed in charge of him. He is given a hypodermic injection in the left arm, and his attendant is provided with a bottle of the remedy, from which he administers a dose every two hours. The attendant is also provided with a four-ounce flask of good


BRITISH POSSESSIONS
UNITED STATES
GULF OF MEXICO
WEST INDIA
LUCAYAS
OR
ISLANDS
BAHAM
CHICAGO
VANCOUVER TO CHICAGO
TO JAPAN
TO CHINA
TO SANDWICH ISLANDS
TO LIVERPOOL
LONDON
HAMBURG
BREMEN
ANTWERP
HAVRE
BORDEAUX
MARSEILLES
TO VERA CRUZ
TO CUBA
NEW ORLEANS TO CHICAGO
CITY OF MEXICO TO CHICAGO
WASHINGTON
OREGON
MONTANA
WYOMING
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
COLORADO
UTAH
NEVADA
ARIZONA
NEW MEXICO
IOWA
WISCONSIN
KENTUCKY
INDIAN TERRITORY
MEXICO
CANADA
ONTARIO
RUPERT'S LAND

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RELATIVE POSITION OF CHICAGO WITH REGARD TO OTHER PRINCIPAL CITIES.

[See Distances of Chicago from other Principal Cities.]

whisky. There is no restraint on the patient. He can walk the streets, visit the club or the institute, or go to sleep at his boarding house or hotel, as the fancy strikes him. But he gets his doses regularly every two hours, and his hypodermic treatments at the regulation hours. If he arrives in the morning, he is very nearly sober by night, but his supply of whisky is not cut off. He is entitled to whisky at Dwight as long as he calls for it, but, of course, in modified doses. He is not permitted to suffer for the want of it. If he is a bad case he consumes eight or twelve ounces the first day. He is certain of a good sleep at night, and next day he may consume eight ounces of whisky. This, however, is an extreme case. The probability is that on the morning of the third day he has no desire for it. He is likely to refuse it when it is offered. He has slept well and his appetite is good. He is surprised, amazed to find that he is not nervous. His attendant leaves him. He is able to care for himself from this time on. He takes an active part in the Bi-Chloride of Gold club. He begins to enjoy life. There is, perhaps, some dimness of sight and some slight interruption of thought. This continues for about three days. He is a little forgetful and absent-minded, but such a condition is easily accounted for when it is considered that a perfect metamorphosis has taken place in the man within seventy-two hours. His sight and his mind soon clear up, and his intellect comes out like the sun from behind a bank of summer clouds, and shines with a brilliancy that astonishes himself and his friends. He is once more a Man. He may be physically weak for ten days or so, but at the end of two weeks he begins to gain flesh; his energy returns; he is full of vigor; he feels that the world is his. At the end of the third or fourth week he leaves Dwight with a heart full of gratitude and a mind bent upon noble purposes. The whole thing is a mystery to him. He bows his head in acknowledgment of God's mercy in raising up Dr. Keeley as an instrument of salvation, and does not care to penetrate the veil which shields the mighty secret from his view.

Express Office.—Like a great many other things in Dwight, the express office facilities have not kept pace with the demand and consignments of articles necessary to the comfort of patients, are very frequently delayed beyond all reason. The facilities should at least be doubled.

Harry Lawrence's.—The patient at Dwight has scarcely arrived before he registers at "Harry Lawrence's." The proprietor is a genial, whole-souled Missourian. He hails from a town called Slater, which he pronounces "Slataw," with a true Missouri dialect. This is the great butter-milk repository of Dwight. Butter-milk, by the way, is a favorite beverage in the village, and barrels of it are consumed daily by the patients. Harry Lawrence is a graduate, and has done perhaps as much as any single man toward spreading the light. Attached to his place is a restaurant conducted in first-class style, and managed by Willie Reilly, a Chicago boy, also a graduate.

Government Recognition.—The United States Government recognizes the Keeley Treatment and has authorized the use of the Keeley remedies in twenty-eight National and State Soldiers' and Sailors' Homes. The Board of Managers of these institutes is composed as follows: The President of the United States, the Chief Justice, the Secretary of War—ex-officios; General William B. Franklin, president of the board; Gen. William J. Sewell, first vice-president; Gen. John C. Black, second vice-president; Gen. Martin T. McMahon, secretary; Col. John L. Mitchell, Major Edmund Morrill, Gen. George Bonebrake, Gen. Alfred L. Pearson, Gen. James Barnett, Gen. Francis Fessenden and Gen. George W. Steele.

Hotel and Boarding House Accommodation.—Hotel accommodation for transients or regular guests may be obtained at Dwight by the day or week. The Livingston, owned by the Leslie E. Keeley Company, is the leading hotel of the village, and is conducted in first-class style. Rates $3 per day and upward, according to character of accommodation and room required. Other hotels convenient to the Institute are the Avenue House, Cornell House, Ketcham House, McPherson House and Pennsylvania House. Rates at any of the last named, $1.50 per day; board by the week, $7 and $10. Board by the week generally in Dwight, including bed, $7. Better accommodations may be had by renting rooms separately at a cost of from $3 to $5 per week; and the best board may be obtained at from $5 to $7 per week. Patients are directed to boarding houses by the Leslie E. Keeley Company. Many large boarding houses have recently been erected.

How One Man was Diseased, and How Cured.—It would be impossible to give even a summary of the thousands of cures which have taken place at Dwight. The compiler can only give a striking example of the speed with which the peculiar condition of a sufferer is understood, and the rapidity with which he recovers under the treatment. The following will serve as an illustration. The story is told by the person who passed through the experience. It will be understood by all those who have ever been cursed with the disease, as well as those who have had to deal with periodical drunkards: "I was a periodical drunkard and could always tell when one of my attacks was coming on. My pulse would gradually begin to beat faster and faster, and would, after a week's fight against liquor, run as high as 140. I would arrange my business so that I could leave home and would then go away and drink desperately for a month or more. I have gone until my feet would swell so that a vein would burst and fill my shoe with blood. My father one day thus upbraided me: 'I can understand how a man, out with a party of friends, can be led off, but how a man can arrange his affairs as you do, get drunk, you might say, in cold-blooded premeditation, is something I do not understand. I attempted to explain, but could not, and referred the matter to our family physician . 'Do you mean to tell me,' said he, 'that whisky, the very remedy we use in heart failure, is the only thing that will reduce your pulse ?' 'I do,' I answered. 'I can't believe it. Come to my office the next time you are attacked.' One day, in company with my father, I called on the doctor. I held out my hand. The doctor timed my pulse—140. He vainly tried medicine after medicine, and finally said : 'I don't understand it.' 'Give me some whisky,' said I. He gave me a glass of liquor and my pulse dropped to eighty. 'I give it up,' said he, and then, turning to my father, said : 'Mr. Lyons, your son can't help it. It is a disease.' The doctor afterwards 'wrote me up' for a medical journal. I was sent to Boston to be treated, but my disease broke out again while I was under treatment. I was taken to Paris, but I was compelled to drink, and came home hopeless. One morning my father called my attention to an article in the New York *Sun*. [The *Sun's* attention was called to the Keeley cure by articles in the Chicago *Tribune*.] It recounted the wonderful cures that had been effected by Dr. Keeley's bichloride of gold treatment. I had never heard of Dwight, and, having failed of a cure in the world's most famous city, had no faith in Dr. Keeley, but, several days later, when I felt an attack coming on, I started for Dwight. I was almost a madman when I arrived, and as soon as I saw the doctor I began to explain the peculiarity of my case. 'Yes,' he said, cutting me off, 'nearly every man has a peculiar case. How long has it been since you drank?' 'About a month,' I answered. 'Well, then you don't need any whisky. 'But,' I almost raved, 'I must have it. See, my pulse is running away with me. You don't seem to understand my case.' He made no reply to my statement, but quietly requested me to expose my left arm. I did so, and he injected his pink fluid, and then, giving me a bottle of tonic, dismissed me. If I could have boarded a train I would have left in disgust; but as I could not, I went to bed after taking a dose of the tonic. I got up and took a dose several times during the night, and was surprised at morning to find that my pulse had gone down, but the thirst was still strong upon me, and I hastened to the doctor's office. He gave me a 'shot' in reply to my demand for liquor, and I was again sent away with the instructions to take my tonic regularly. Well, within a week's time my thirst was entirely gone and my nerves were stronger than they had been for years. I would not be in the condition I was when I came here, if there were no such treatment in view, for a million dollars, for in that condition money could only supply the means of destruction."

Information for the Interested.—The Leslie E. Keeley Company has prepared the following necessary information for those who are interested in the double chloride of gold remedies. It should be read carefully.

We are called upon in hundreds of letters, which daily come to this office, to answer questions regarding our treatment, methods, general expenses and usual time necessary for a complete and thorough cure of the liquor habit; and finding it impossible to spare time for each letter in detail, we embody the necessary information in this general letter to meet such inquiries, and thus insure more prompt knowledge on the subject.

FIRST, Dr. Keeley has been in this SPECIAL department of medicine twelve years, during which time he has saved more fathers, sons, husbands and brothers, than have all other means to the same end since the beginning of the century.

SECOND, we are constantly crowded with patients from every state and territory in the Union, here for a cure of the Liquor disease, who come and go with unvarying regularity every THREE WEEKS. They are from every walk in life, from the capitalist to the mechanic. We have no Sanitarium Buildings, no behind "stone walls" or "iron bars" for patients. Our system does not require them. Patients coming to Dwight go to good, comfortable hotels or boarding houses, take their remedy there EVERY TWO HOURS while awake, and report at the general office FOUR TIMES DAILY, AT STATED INTERVALS, FOR AUXILIARY TREATMENT—this as a part of their exercise.

THIRD, the time here is three weeks, and in that three weeks Mr. Keeley will do more for a liquor habitue than can be done for him elsewhere on the face of the globe in three years—he will give him a cure—a cure that will come to him like a benediction from God, without aid or effort of his part, and come to stay. Dr. Keeley does not hesitate to give every liquor habitue coming here all the liquor necessary until he drops it of his own volition, which is usually in from 36 to 48 hours after commencing TREATMENT. He then drops it, never to take it up again while life lasts, as never again is it a necessity or a temptation.

We have but one price to all comers, namely, $25.00 a week for REMEDY and TREATMENT; board is extra, and costs from $5 to $21 per week, according to inclination and purse.

In all Remedy sent out for HOME TREATMENT we embody a limited amount of the SUPPORT SOLUTION heretofore mentioned as AUXILIARY TREATMENT in the menstrum of the Remedy. In this manner we try to give as nearly as possible Treatment identical with that at Dwight.

We are always anxious to make a Cure in every case to which the Remedy is sent, and to do this we urge constant and accurate REPORTS sent in every THIRD day. These reports are answered by a personal letter of advice and instruction, and through this method we take charge of each case from beginning to finish, and thus protect the Cure. We always enclose a Report-blank to those desiring HOME TREATMENT. This filled out accurately enables us to gold-grade Remedy to meet, as nearly as possible, the conditions so given, and to secure best results.

We counsel no liquor given in HOME TREATMENT unless to absolutely support and sustain. Then only in small quantities and at long intervals. When the Remedy takes full hold upon the system the patient will not want liquor.

The price of the Remedy for Home Treatment is $9 per pair, and being a liquid must be sent by Express. Cash with the order will save return Express charges, otherwise shipments are made C. O. D.

Inebriety a Disease.—From a lecture delivered at Chicago by Dr. Leslie E. Keeley, under the auspices of the Press Club:

"I do not claim that society is yet ready to accept the conclusion that confirmed inebriates are morally irresponsible, but society is now obliged to accept the fact that confirmed inebriety is a disease. The evidences of this fact comprise all the evidence there is of the existence of any disease. There is poison as a cause. There are symptoms and signs of disease. These facts have long been known, but there is now the additional evidence which is confirmatory that the disease of inebriety is curable by medicine. The moral factor of inebriety has always stood in the way of recognition by the public that inebriety is a disease. The alcoholized patient, or culprit, or prisoner is held responsible morally because he buys the poison voluntarily, and takes it himself, which brings into the case the factor of vice viewed from the standpoint of law and morality. Setting aside this factor, there is no difference in general terms between drunkenness or alcoholism and typhoid fever or insanity—and, in fact, when we continue the analysis of the features of likeness there is no differenee. The germ diseases as typhoid-fever, consumption, scarlet-fever and diphtheria, are caused by germ poisons, and it was formerly the custom to call these diseases "providential" or visitations from God, the reason being that the cause was unknown. Now, however, that the cause is known we learn that the public and individuals are as responsible morally for the existence of the poisons as they are for the existence of alcohol. A man who refuses to be vaccinated or refuses this protection to his family is responsible if small-pox is the consequence. Communities which neglect sanitation and have a death rate of ten or twenty above the minimum rate per 1,000, are responsible for the consequent sickness and death. An individual who uses water that he knows, or should know, may be contaminated and gets typhoid fever therefrom is morally as responsible as the man who drinks alcohol until he becomes a drunkard. From these facts, then, I can see no difference in a general sense between the disease of inebriety and typhoid fever or other diseases. They are all, every one, caused by poisons which produce the disease, and individuals and communities are equally responsible from the moral standpoint for all diseases that are preventible. Inebriety also bears the same relation to cure and prevention that other diseases do. All diseases, including inebriety, should be prevented rather than cured, but this world, while truly seeking the art of preventing all diseases, has not yet reached the goal. The foundation of this disease, with its manifestations of periodical inebriety, consists in a characteristic variation of the tissue cells of the brain, which can be caused by nothing else than alcohol. This variation of cells is partly lost or cured naturally during the rhythmic interval of sobriety, but for the reason that force underlies this manifestation and that all force is physically rhythmic, this condition returns again; that is, the manifestation of inebriety again returns and again recedes, and that is what makes the habitual drunkard. Dwight is called the 'court of last resort for God's unfortunates,' and I think justly so. I will take any liquor habitue there, soddened and saturated by twenty years of alcoholic debauch, sober him in two hours, cut short his worst spree in four hours, take him from inebriety to perfect sobriety without nervous shock or distress, and leave him anti-pathetic to alcoholic stimulants of every sort and kind inside of three days and, in the meantime, will give him all the liquor he asks for; this, with the confident assurance that he will drop it of his own volition in from thirty-six to forty-eight hours. Never again will he want or desire it, though he should live a hundred years, and if he goes back to liquor he will do so, not because of want or desire, but simply with intention to resume his old habits. The sobering up process at Dwight is a small matter, though one much dreaded by theinebriate at home. I take him from inebriety to perfect sobriety much as a ship is lifted from the water to the dry-docks without strain. The formulæ for the cure of inebriety and opium habit, which I have discovered after years of experimental work, has never yet been published and never will be, for general use. I am aware that alleged analyses of my formulæ are published in the newspapers. I pronounce them unqualifiedly false. I rest easy upon the matter of analysis, otherwise I would not send my remedy broadcast over the world to whoever calls for it. It would take a river of it to make a quantitative or qualitative analysis, or, in other words, an analysis in fact. To give to the general public the formulæ from which my remedy is compounded would be to simply destroy its efficacy as a cure. The remedy is not a proprietary one, similar to the many others known as patent medicines upon the market in drug stores. It is a complete system which must be closely watched from beginning to finish, and from which no detail can be omitted without endangering its success."

Keeley as a Man.—Opie P. Reed in a letter to the Chicago *Tribune.*—Instantly upon meeting Dr. Keeley, a student of character feels that he is in the presence of a great man, nor does this impression grow less with acquaintance. On the contrary, the first conception is strengthened. I have seen great generals and have interviewed statesmen, and have come away feeling that the public had overrated them; but the more I contemplate Dr. Keeley the more am I convinced that he is really a great man—a great scientist. He is surely doing more good than any man living to-day; more good than any statesman or any philanthropist. He is the restorer of happiness to homes that have long been the abode of misery; he is healing the broken hearts of wretched mothers and wives, and is giving back to man his forfeited claim upon happiness. He firmly takes in a despair and gently turns it out a hope.

Keeley Institutes—Branches.—A large number of important branches of the Keeley Institute have been established. These are scattered throughout the country. In the near future it is likely that one or more branch institutions will be found in every State in the Union, in Canada and in the different countries of Europe. The following is a list of the authorized State agencies operating under the name and title of "The Keeley Institute," in existence up to March 1, 1892. These comprise the only genuine representatives for the treatment of patients with the Dr. Leslie E. Keeley double chloride of gold remedies:

The Keeley Institute, Paris, Texas.
The Keeley Institute, Des Moines, Iowa.
The Keeley Institute, 530 Locust st., Philadelphia, Pa.
Tne Keeley Institute, White Plains, N. Y.
Tne Keeley Institute, Marysville, Ohio.
The Keeley Institute, Edgewood ave. and Ivy st., Atlanta, Ga
The Keeley Institute, Valley City, N. D.
Tha Keeley Institute, Plainfield, Ind.

The Keeley Institute, cor. Third and Madison sts., Portland, Ore.
The Keeley Institute, Blair, Neb.
The Keeley Institute, Hot Springs, Ark.
The Keeley Institute, Lancaster, Wis.
The Keeley Institute, 3811 Fifth ave., Pittsburgh, Pa.
The Keeley Institute, Palatka, Fla.
The Keeley Institute, Leavenworth, Kas.
The Keeley Institute, Sioux Falls, S. D.
The Keeley Institute, Olympia, Wash.
The Keeley Institute, Cheyenne, Wyo.
The Keeley Institute, Greensboro, N. C.
The Keeley Institute, Salem, Va.
The Keeley Institute, Farmington, Me.
The Keeley Institute, Oklahoma City, Ind. Ty.
The Keeley Institute, Los Gatos, Cal.
The Keeley Institute, Hot Springs, S. D.
The Keeley Institute, Madisonville, Ohio.
The Keeley Institute, North Conway, N. H.
The Keeley Institute, Northville, Mich.
The Keeley Institute, West Haven, Conn.
The Keeley Institute, Cherokee, Iowa.
The Keeley Institute, Gardo House, Salt Lake City, Utah.
The Keeley Institute, Westfield, N. Y.
The Keeley Institute, 1607 Sanderson ave., Scranton, Pa.
The Keeley Institute, Binghamton, N. Y.
The Keeley Institute, Beatrice, Neb.
The Keeley Institute, St. Joseph, Mo.
The Keeley Institute, Denver, Colo.
The Keeley Institute, Colorado Springs, Colo.
The Keeley Institute, Columbia, S. C.
The Keeley Institute, Topeka, Kan.
The Keeley Institute, O'Neill, Neb.
The Keeley Institute, Memphis, Tenn.
The Keeley Institute, Waukesha, Wis.
The Keeley Institute, Excelsior Springs, Mo.

Keeley Institute, Chicago.—At this writing it is impossible to say what the plans of the Keeley Company are regarding the establishment of an Institute in the city of Chicago. That one will be established is certain. Negotiations are understood to be in progress for the purchase of a large and handsome structure on the South Side.

Keeley Institutes, Foreign.—Keeley Institutes have been provided for throughout Great Britain and Ireland. Branch institutes will also be established in Norway, Sweden, Russia and Australia at an early day. It is highly probable that within a year there will be Keeley Institutes in every considerable city and town on the continent of Europe.

Keeley Institute, Winnetka.—The Leslie E. Keeley Company has purchased a tract of sixty acres of land on the bluffs overlooking Lake Michigan between Winnetka and Fort Sheridan, one of the most beautiful spots on the north shore. Here will probably be erected in the near future a group of buildings which will form the nucleus of the Central Keeley Institute of the World. It is not improbable that Dr. Keeley will reside here. So far as is known, the intention is to preserve the Institute at Dwight intact. It would be out of place here to make any predictions as to the future of the Winnetka Institute, as Dr. Keeley's plans have not been given to the public.

Keeley Institute, Parent House.—Located at Dwight, Ill. This institute is under the immediate supervision of Leslie E. Keeley, M. D., LL. D., discoverer of the Keeley remedies. This is the center from which all branch institutes derive their authority, receive their supplies and obtain their medical directors. Connected with the present institute is the laboratory of the company, in charge of Prof. John R. Oughton, and the business department of the company in charge of Major Curtis J. Judd. The medical department is in charge of Dr. J. E. Blaine, who ranks as chief of staff. His assistants are all regularly-graduated physicians and men of high standing in the profession, some of them being specialists of established reputation. The attendance of patients here is always much larger than at any of the branches, frequently reaching upward of 1,000, although the treatment received is precisely the same at all Keeley institutes. All physicians placed in charge of branches receive their training here. They are not permitted to administer the remedies until they shall have first thoroughly familiarized themselves with the peculiar methods pursued under Dr. Keeley's system, with the use of the needle and with the various phases of the different diseases arising from the use of alcohol and narcotics. The buildings which compose the Keeley Institute at Dwight consist of a beautiful structure, known as the "Laboratory," in which the general accounting rooms and offices of the physicians are located; the treatment hall; the Livingston Hotel; a sanitarium for women; a home for attendants, where bad cases are first lodged; the Bi-Chloride of Gold Club apartments, and various buildings scattered throughout the village. The Livingston occupies the site of Dr. Keeley's old office, where he toiled along for over twelve years, unrecognized by his profession, and almost unknown to the world. The Laboratory building contains the following departments: Laboratory for the dispensing of the general line of medicines used in this treatment. Offices for the clerical purposes necessary for so large a business, also for the use of the lady stenographers of which they have to employ at present fifteen, besides book-keepers, clerks, etc. The Treatment Hall is removed from this structure, and convenient to the club rooms, where patients lounge and amuse themselves. Here at the proper hours [see Rules and Regulations] the patients form into lines for treatment. An illustration of the method pursued is given in this work. This shows Dr. Keeley in the foreground, noting the condition of patients as they pass from the hands of the operating physicians. The four daily hypodermic injections are given in the left arm, a slit being made in the shirt sleeves of the patients, as a rule, although many prefer to roll the sleeve up to the shoulder. At each operating table there are two physicians, one to use the needle, the other to see tha patients are provided with remedies for minor indispositions. The former observes closely the pupils of the eyes of every patient as he approaches, and regulates the injection accordingly. A third physician stands in the rear of these (in the position of Dr. Keeley as shown in the engraving) who takes each patient by the wrist after treatment, as he passes out, to note the temperature of the body, condition of skin, dilation of pupil, etc., and also enquires regarding the general health of the subject. One line is usually reserved for new patients, and the physician who is detailed to attend to the duty last named, in this line, also supplies the liquor required in two-ounce, four-ounce or eight-ounce bottles, as the case may be. No patient is refused

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whisky. Just so long as he desires it, it is freely given. He usually declines it twenty-four hours after the treatment has begun.

Leslie E. Keeley Company, The.—The Leslie E. Keeley Company, of Dwight, Ill., is a corporate body. It was organized under the laws of this State for the manufacture and sale of the Leslie E. Keeley remedies for the cure of the alcohol, opium, morphine, tobacco and similar habits, and for the treatment of nervous diseases generally. Leslie E. Keeley, M. D. LL. D., the discoverer of the double chloride of gold cure, is president; Mr. John R. Oughton, the chemist of the institute, is vice-president; Major Curtis J. Judd, the business manager of the institute, is secretary and treasurer. It is understood that the entire capital stock of the company is controlled by these three men. Messrs. Oughton and Judd became interested in the Keeley discoveries long before the double chloride of gold remedies had achieved a reputation, and remained steadfast in their faith, although it appeared many times that the discoveries made by Dr. Keeley would never obtain the recognition which they deserved, and which they are now receiving throughout the world.

Medical Staff.—The medical staff of the Keeley Institute at Dwight is composed as follows:

LESLIE E. KEELEY, M. D., LL. D.,
JOHN E. BLAINE, M. D., *Chief of Staff*,

Milton R. Keeley, M. D.,	T. D. Williams, M. D.,
Allan Burdick, M. D.,	E. G. Dick, M. D.,
Russell Broughton, M. D.,	F. D. Martin, M. D.,
Norton Brokaw, M. D.,	W. M. Brown, M. D.,
I. L. Compton, M. D.,	W. W. Steele, M. D.

Newspapers.—*The Star and Herald* of Dwight is the leading newspaper. It is a weekly and well edited and a large amount of space is devoted to the club affairs and other information of interest to patients and graduates. It is customary for graduates upon leaving to subscribe for the *Star and Herald* that they may be kept acquainted with the movements of their associates and other matters connected with the institute. *The Banner of Gold*, a weekly newspaper devoted to the interests of Keeley graduates, and a publication of high literary merit, is issued from Chicago. [See Banner of Gold, under head of "Newspapers."]

No Restraint.—From a lecture delivered in Chicago, before the Bi-Chloride of Gold club by Maj. Curtis J. Judd: "The old method of treatment doctors had come to believe in, and of course it was difficult to argue with them and to bring them to see matters as he did. The argument against Dr. Keeley was that he could not do what he claimed because it never had been done. Dr. Keeley contended that he could effect a cure of the liquor and opium habits by treating them as diseases. He would use no force in the matter whatever, but whoever came under his treatment should be simply a resident of the village he was in, and have all the liberty that he had where he came from. They should be merely temporary residents of Dwight. Dr. Keeley claimed that the voluntary assent of the patient to be under his treatment distinguished the mind sufficiently; that under no consideration did he consider the disease of inebriety, even to the extent of delirium tremens, a case for confinement; and he never has done it. That is one of the strongest features in his treatment—that a necessity does not exist for confinement in any case. I can not remember of a single case of delirium tremens where the patient himself was vicious. You may read the medical books and hear people talk of public and private asylums, and you will hear of nothing but viciousness on the part of inebriates. That is what surprises me. Dr. Keeley's theory was that you made these cases vicious by confinement, by forcing them to do what in their own judgment was wrong. By employing coercion, as Dr. Keeley terms it, you are creating what you try to cure, a species of madness or insanity. That is the exterior treatment of inebriety. It is carried out to-day identically as Dr. Keeley laid his plans ten years ago. He is carrying out what he has studied and made a life-work for the last twenty-five years."

Other so-called Gold Cures.—The compiler of this work has been requested to call attention to the institutes established in Chicago and elsewhere claiming to be conducted on the same principle as the Keeley Institute at Dwight. While he has, in a few instances at least, no reason to doubt the honesty of purpose behind some of these establishments, he has every reason to doubt it as regards some others. He has no personal knowledge of the efficacy of the cures said to be performed by them. He has personal knowledge of the efficacy of the Keeley cure. He does not hesitate to say here that he has received the benefits of the Dwight treatment. He considers the cure of inebriety too serious a question to be trifled with, and can not give his indorsement to institutions of which he knows nothing. He gives his indorsement to the Keeley remedies cheerfully and without qualification.

Photography.—The photograph studio of the Dwight Art Company is worthy of a visit from the stranger. Here are collected innumerable photographs, showing in groups and individual portraits the men who have passed through the Keeley Institute at Dwight. It is customary among the patients, from time to time, to have their pictures taken in what is known as "contingents." For example, groups of Chicagoans of the different classes may be seen here, as well as groups of Missourians, Kentuckians, New Yorkers, etc. The art gallery is well conducted and very well executed photographs are produced here.

Pocket Money.—Patients at Dwight are not supposed to carry any great amount of money with them. Whatever amounts they may bring are expected to be deposited with the Keeley Institute, where a credit is given, and upon which the patient may draw, from time to time, within certain limitations. Necessary articles may be procured from the stores in the village by patients upon giving an order on the Keeley Company. Lending money is positively prohibited. The occasions when an attempt is made to borrow, however, are very rare.

Post-Office.—The post-office at Dwight is in charge of the Hon. J. B. Parsons, who has for assistants persons who are in sympathy with the patients and who do their utmost toward accommodating them. In many respects this post-office is an anomaly. During a single month there may be from one thousand to fifteen hundred changes in the complexion of the letter addresses. From twenty-five to forty arrivals and departures occur every day. The great bulk of the mail received must pass through the general delivery. Unlike the average post-office in a small town, the assistants can never become perfectly familar with faces of persons calling for mail. There are received at the Dwight Post-office every-day for distribution, hundreds of letters addressed to new names. There are also deposited in the post-office numerous letters without any addresses, many with the addresses only partially complete and many others addressed to the writers. These letters are usually written within the three or four days after the arrival of the patients at Dwight, when their minds are confused. Notwithstanding all this, the letters addressed to or addressed by patients, as a general rule, reach their destination.

Railroad Communication.—The Chicago & Alton is the only railroad touching Dwight directly. From Chicago take train at Union Depot, West Side. All trains stop here. From Kansas City and St. Louis, and from all points on the Alton system, Dwight may be reached directly. Pullman sleepers on all through trains. Chair cars are run free. The Alton Company and employes pay special attention to patients destined for Dwight, and will see to their safety and comfort.

Rules and Regulations.—The following are the rules and regulations governing the course of treatment at Dwight. In effect these laws govern the treatment at all branch institutes:

FIRST. No patient accepted for a less period than *three weeks'* course of treatment. All patients are required to register and arrange all financial matters with the treasurer on arrival. Borrowing or loaning money between patients is positively prohibited.

SECOND. Strict regularity must be observed in the use of Remedy every two hours during the day, and promptness at the office for hypodermic treatment four times daily, viz.: 8:00 o'clock A. M., 12 o'clock noon, 5 o'clock P. M., 7:30 o'clock P. M. If for any good reason patients are unable to attend office treatment, physicians will visit their residence.

THIRD. The remedy for internal use is compounded to meet individual requirements, and all exchanging or loaning between patients is interdicted.

FOURTH. The use of tobacco in any form is prohibited for fifteen minutes before and fifteen minutes after office treatment.

FIFTH. Cigarette smoking and gambling will be punished by dismissal.

SIXTH. Baths are prescribed at least twice each week.

SEVENTH. Patients are requested to preserve silence in the office, while in line or when through office treatment.

EIGHTH. Gentlemanly deportment is expected from all, and profanity, lewd conversation, boisterous conduct on the street, at hotels or boarding houses, will be severely reprimanded, and if persisted in will be visited by prompt expulsion.

NINTH. Strangers visiting Dwight, as well as the residents, must not be annoyed in any manner; and graduates should be permitted to take their departure without unnecessary demonstration.

TENTH. Statements will be furnished from the office at close of treatment, and all are requested to present complete board accounts in ample time for adjustment. All changes in boarding locations should be promptly reported to the office.

ELEVENTH. Every patient accepting treatment at Dwight must comply with these rules in every particular

Rules are not made to be broken at Dwight. Once made their observance is imperative. No patient, no matter who he may be, or what influence there is behind him, can break a rule with impunity. If it is deemed best for the good of his associates, he is expelled summarily. Dwight, like opportunity, only knocks once at a man's door. If he fails to profit by his experience there he can never return. This is an absolute rule. Dr. Keely expects every man who visits Dwight for treatment to be, above everything else, a gentlemen. His condition, his clothing, his nativity, his creed, are not noticed, but his conduct is watched closely. If he does not behave himself, once sobered, like a man, he is invited to leave, and can never return.

Slang.—The use of slang phrases in connection with the Keeley treatment is prohibited. There are certain expressions which are particularly obnoxious to Dr. Keeley. There is one expression, however, that will probably outlive all interdiction. It has come to be a word of general usage among the patients and graduates. The word is "shot" and is used in connection with the hypodermic treatment. It is short, succinct and expressive. It is much easier for a patient to say, "I have taken my shot," than it is to say, "I have taken my hypodermic injection." It is not used in a contemptuous way. The treatment hall is called at times the "shot tower" and the "shooting gallery." Of course, these expressions are not used in the hearing of Dr. Keeley.

Sympathy.—No class of invalids are so ready to receive sympathy as those recovering from the effects of a debauch, and none appreciate it more. The first thing the patient learns at Dwight is that every one of the hundreds who march in line with him is, like himself, a being struggling to escape from the slavery of drink. He soon discovers also that every one of the attending physicians is a Dwight graduate, and that many of the employes of the institute have been cured by Dr. Keeley of the same disease that has brought him here. This establishes what the French call an *entente cordiale* at once. The bond of sympathy grows stronger daily. His story is not new. He does not feel embarrassed. He visits the club and is received with open arms by its members. There is no chaffing or vulgar "guying." He is surprised at first to find so many gentlemen at Dwight. Later on he is more surprised if he finds any one among his associates who is not a gentleman. There is an *esprit de corps* among the physicians and the patients, and the seven, eight or ten hundred men live together in perfect peace and harmony.

Taking the Remedy.—The remedy is taken every two hours. Patients usually carry two two-ounce bottles. One of these contains a portion of the remedy taken from the bottle supplied by the Institute which is too bulky to carry around conveniently. The other is used as a "graduate," into which is measured a teaspoonful of the medicine. The bottle is then filled with water. This constitutes a dose and the dose is taken when due, no matter where the patient may happen to be at the time. The stranger in Dwight will be surprised to see patients during the progress of a club meeting, or a church service, or on the street, or at a social gathering, raising these two-ounce bottles to their mouths and swallowing their medicine, apparently oblivious to the fact that they are in company, or utterly careless of it. They are at Dwight for this purpose. It is the first thing to be considered. They take their medicine regularly, no matter where they are. This is necessary to their cure.

What the Treatment Does.—There is no claim by Dr. Keeley or any of his patients, present or past, that his treatment will prevent drinking. It will not drag a man out of a saloon by the heels. In many cases there is a positive distaste for liquor. In others there is not. All that is claimed is that the taste for alcohol is destroyed. The craving is gone. If, without any craving, a man desires to contract the habit again, *he can do so*, although in the majority of cases repeated trials are necessary before the stomach will retain a drink of whisky. The man is placed where he was before he learned to drink. If he disregards the lesson of the past, and if the sorrow and misery of his years of drunkenness have made no impression upon him, he can again become a drunkard, but he can never again be enrolled among the list of Dr. Keeley's patients, for there is no use of curing a man who will not profit by experience. In the case of 95 per cent. of the persons who leave Dwight, the cure is permanent. The other 5 per cent. is made up chiefly, if not exclusively, of fools who can not be taught, and of very young men who have not suffered enough to learn the lesson that they can not play with fire without being burned. The men and women composing the 95 per cent. have no more taste for liquor than for castor oil or kerosene, but they know that they are in that condition solely through the treatment they have received here in Dwight.

LIBRARIES.

The Libraries of Chicago are keeping pace with the growth of the city in other directions. There are many very large and valuable private collections which it would be useless to refer to here, for the reason that they are not accessible to visitors or students. The leading clubs also have large libraries, to which they are adding almost daily, which are open only to members. The Public Library is treated of in Part II of this work. The Newberry Library will be in the near future one of the greatest reference libraries in the country. The Crerar Library, provided for by a bequest of the late John Crerar, will become a reality within a short time. The various societies and associations of the city have libraries, with collections varying in numbers from a few to several thousand volumes. The university and college libraries are all large and are growing. Following are the libraries, however, of most interest to visitors and students:

Armour Mission Library.—Located in the Armour Mission, Thirty-third and Butterfield sts. The library is growing rapidly. It is free to the public. [See Armour Mission.]

Chicago Athenæum Library.—Present location 44 and 54 Dearborn st. [See Chicago Athenæum.] Open week days from 8 A. M. to 9 P. M. Visitors are welcome.

Chicago Branch of I. T. and M. Society Library.—The library of the Chicago Branch of the International Tract and Missionary Society is located at 26 and 28 College place.

Chicago Historical Society Library.—Located at 142 Dearborn ave., North Side. President, Edward J. Mason; vice-presidents, Geo. W. Smith, A. C. McClurg; secretary and librarian, John Moses. Open daily from 9 A. M. to 5 P. M. Take North Clark st. cable line. This is one of the most interesting and at the same time one of the most neglected, and perhaps, generally speaking, the least known of the important institutions that have grown up in Chicago.

Hyde Park Lyceum.—Located at 136 Fifty-third st., former town of Hyde Park. This is a library and reading room, to which visitors are invited.

Illinois Tract Society Library.—Located at 26-28 College pl. This library and reading room is conducted by the Second Adventists.

Lincoln St. M. E. Free Library.—Located at South Lincoln and Ambrose sts.

John Crerar Library, The.—This library, which at no very remote period will be one of the grandest in Chicago, does not exist at present, but is provided for in the fiftieth clause of the will of the late John Crerar, a wealthy merchant of Chicago (who died in 1890), which reads as follows: "Recognizing the fact that I have been a resident of Chicago since 1862, and that the greater part of my fortune has been accumulated here, and acknowledging with hearty gratitude the kindness which has always been extended to me by my many friends and by my business and social acquaintances and associates, I give, devise and bequeath all the rest, remainder and residue of my estate, both real and personal, for the erection, creation, maintenance and endowment of a free public library to be called 'THE JOHN CRERAR LIBRARY,' and to be located in the city of Chicago, Illinois ; a preference being given to the South Division of the city, inasmuch as the Newberry library will be located in the North Division. I direct that my executors and trustees cause an act of incorporation under the laws of Illinois to be procured to carry out the purposes of this bequest, and I request that Norman Williams be made the first president thereof, and that in addition to my executors and trustees the following named friends of mine will act as the first board of directors in such corporation and aid and assist my executors and trustees therein, namely : Marshall Field, E. W. Blatchford, T. B. Blackstone, Robert T. Lincoln, Henry W. Bishop, Edward G. Mason, Albert Keep, Edson Keith, Simon J. McPherson, John M. Clark and George A. Armour, or their survivors. I desire the building to be tasteful, substantial and fire-proof, and that a sufficient fund be reserved over and above the cost of its construction to provide, maintain and support a library for all time. I desire the books and periodicals selected with a view to create and sustain a healthy moral and Christian sentiment in the community, and that all nastiness and immorality be excluded. I do not mean by this that there shall not be anything but hymn books and sermons, but I mean that * * * and all skeptical trash and works of questionable moral tone shall never be found in this library. I want its atmosphere that of Christian refinement and its aim and object the building up of character, and I rest content that the friends I have named will carry out my wishes in these particulars." This bequest, it is estimated, will amount to about $2,000,000.

Newberry Library.—Temporarily located on the northwest corner of Oak and State sts., North Side. Take North State street or North Clark street car. The entire block bounded by Clark and Oak streets, Dearborn avenue and Walton Place, is the site of the permanent building, now being erected. It fronts south on Walton Place; and directly opposite is Washington Square, an open public park. The building is three hundred feet long and sixty feet wide, and one of the most attractive architectural structures in the city. It has the capacity of storing and using a million volumes. The block measures about 67,000 feet, and only a portion of it will be covered by the first structure. The three other fronts will be built upon in the future when the growth of the library requires larger accommodations. The location, known as the "Ogden Block," formerly contained one large wooden mansion house, which after the great fire of 1871 was pointed out to visitors as being the only building on the North Side which was saved from the fire.

A REFERENCE LIBRARY.—The Newberry Library circulates no books, and is used only as a reference library, as is the Astor Library of New York, the British Museum of London, the Bibliothèque Nationale of Paris, and nearly all the great libraries of the world. Readers use books only in the building, where the most ample accommodations will be furnished when the building is completed. Limited accommodations are now provided for readers in the temporary building. It is a public and free institution in the largest sense. No introductions nor fees of any description are required, and no inquiries are made as to the place of the reader's residence. Any visitor from any quarter of the globe receives the same privileges and attentions as the residents of Chicago.

FOUNDER OF THE LIBRARY.—The founder of the institution was Mr. Walter L. Newberry, one of the early settlers, on the North Side, and a large owner of real estate. By his will he endowed it with property, largely real estate, valued from two and a half to three million dollars, which is constantly increasing in value.

PRESENT COLLECTION.—As it is a new library, and as yet without a permanent building, the interest attached to it pertains more to its future development than to its present acquisition. The purchase of books begun about four years ago in limited quantities. The collection now numbers about 80,000 volumes, and is chiefly in the line of scientific and scholarly works; scarcely any attention has been given to what is termed popular reading, inasmuch as the Chicago Public Library freely supplies this class of literature. The chief aim has been to procure works which other libraries do not supply. Its department of bibliography is very full, and one of the best in the country. It has made a specialty of music, and has the scores of all the great masters. Its collection of oratorios, operas and cantatas is very large; and works on the history, theory and science of music, the biographies of musicians and the history of musical instruments are quite complete. The antiquities of music are very fully represented in a valuable library purchased entire in Florence, Italy, in which is the first opera ever publicly performed, and was printed in Florence in 1600. Mr. Theodore Thomas and Mr. Walter Damrosch say this is the largest and most valuable musical library in the country.

RECENT ACQUISITIONS.—Good progress has been made in procuring complete sets of the rare and expensive scientific serials of Europe. Recently the valuable private library of a gentleman in Cincinnati has been purchased, who had been a zealous collector of the earliest editions of classical writers, of Shakespeare, Dante, Petrarch and others, of the early printers before 1500, of elegant illustrated works, and art-bindings from the time of Grolier to that of Trantz-Bauzonnet and Bedford. When the new building is completed an exhibition of art book binding can be made which will be most interesting.

The Trustees are E. W. Blatchford and Wm. H. Bradley, and the librarian, Wm. F. Poole, L.D.

Pullman Public Library.—Located at 73 and 75 Arcade Building, Pullman. [See Pullman.]

Ravenswood Public Library.—Located at Commercial and Salger sts., Ravenswood. [See Ravenswood.]

South Chicago Public Library.—Located in the Bowen School Building, Ninety-third st. and Houston ave.

Union Catholic Library.—Located at 94 Dearborn st. Conducted by the Catholic Library Association; founded in 1868. Present membership 350, number of volumes 2,500. Officers: Charles T. Mais, president; John E. Murphy, vice-president; Frank H. Graham, recording secretary. The library rooms are fitted up comfortably. There is seating capacity for almost four hundred persons. The Association is constantly adding to the number of volumes on the shelves of its library. Open from 12 M. to 6 P. M. Sundays from 3 to 6 P. M.

Western New Church Library.—Located at 17 Van Buren st. Open 9 A. M. to 5 P. M.

Wheeler Library.—Located at 1113 Washington blvd., in Western Theological Seminary.

[For other libraries, see "Clubs," "Educational Institutions," etc.]

LIFE-SAVING STATIONS.

Chicago Life-Saving Station.—Northwest corner of the harbor, upon Illinois Central railroad land. It occupies 40 by 75 feet. This station is looked upon here and at Washington as being a disgrace to the service. Plans are formed which will shortly give Chicago the finest life-saving station in the world. The Superintendent of the Life-Saving Service is strongly in favor of the improvement. Capt. T. St. Peter commanding.

Evanston Life-Saving Station.—Located on the lake shore of the suburb of Evanston, on the Northwestern University grounds. The crew is composed of students of the University, and is commanded by Captain Lawrence O. Lawson, an experienced seaman. The crew consists of the following, the classes from which they will graduate being indicated: Stroke, F. M. Kindig, '92; No. 2, E. B. Fowler, '93; No. 3, W. M. Ewing, '93; No. 4, J. A. Loining, '95; No. 5, W. L. Wilson, '92; No. 6, R. N. Holt, '93; No. 7. W. W. Wilkinson, '94. The average age of the members of the crew is twenty-two years, but they are all sturdy, muscular, well-formed and fearless young men. The Evanston life-saving station has long been recognized by the naval board as one of the finest, best-drilled stations in the country. It has an enviable record, having saved and assisted to shore over two hundred and forty-five human beings. In 1889 the station did more work and saved more lives (or, as modest Captain Lawson puts it, "assisted ashore more people") than all the twenty-two stations on the lakes accomplished in the two previous years, and more lives were saved that year by the Evanston crew than any other station in the country, except the one at Lewes, Del. The wonder and admiration increases when the youth of the life-savers is considered and the fact known that, excepting two who come from Chicago, all are from inland towns of the West—Illinois, Michigan and Indiana. When not pursuing their regular course of studies at the University, these student life-savers are occupied in drilling with the beach apparatus, with the lifeboat, and in patrolling the beach. On Tuesday they drill with the boats; Wednesday is occupied in practicing the international code of signals with flags; Thursday the beach apparatus, with its Lyle line gun, breeches buoy and tackle, is taken out; on Friday the men go through the movements of resuscitation, or reviving persons nearly drowned; Saturday is housecleaning day; Sunday, church; and Monday, a day of rest. This is a regular U. S. Government station, the men doing the same work and receiving the same salaries as the other lake stations.

LIGHTHOUSES.

Chicago Light.—Chicago light is located on the inner pier, north side of Chicago river; was established in 1859; is a third order fixed white light, in a black skeleton iron tower; visible sixteen miles. This is the principal one of seven lights maintained by the government as aids to navigation near the mouth of the Chicago river. The harbor here is the most important on the lakes, with a greater average number of daily arrivals and departures during the season of navigation than any other in the United States. This city is in the ninth light-house district, with Commander Charles E. Clark, United States Navy, as inspector, and Major William Ludlow, of the Corps of Engineers, United States Army, as engineer. The eleventh district formerly embraced the three great lakes—Michigan, Huron, and up to the national line of Superior. The ninth is a division of the eleventh district. It includes all aids to navigation on Lake Michigan, Green Bay and tributary waters lying west of a line drawn across the Straits of Mackinac at the narrowest part east of McGulpin's Point light station. Since the boundary of the district was established a fog signal has been placed at Old Mackinac Point, in the Straits, which is also included in the ninth district.

Crib and Breakwater Lights.—There are two lights on the old breakwater, both established in 1876; one of these, the south light, is a fifth order light, and the north is a lens lantern. At the new breakwater there are three lights, tubular lanterns, tended by two laborers. The light on the old north pier is a sixth order light, and has a fog bell struck by machinery. Calumet light, at South Chicago, is on the outer end of the pier north of Calumet river, eleven miles southeast of Chicago breakwater. It is a fourth order light, red, thirty-three feet above lake level, and is visible about twelve miles. It was established in 1873. Formerly it was in a tower rising above a structure on shore, but was in 1876 removed to its present quarters, which is fully a mile out on the pier. A beacon light is established at the old Crib. This light-house is provided and maintained by the city of Chicago.

Grosse Point Light.—The best light and light-house near Chicago is that at Grosse Point, just north of Evanston. It was established in 1873, and as it now stands complete has probably cost the Government more than $100,000, in addition to the expense of maintenance. Grosse Point light is a second order, fixed white coast light, varied by a red flash every three minutes, the regularity of the flashes being controlled by clock-work. The "lantern" is a prismatic lens, equaling in power 163 candles, and this feature of the outfit alone cost $15,000. The tower, from the water's level to the center of the lens, is 120 feet, being built of brick and having ninety-nine piles placed beneath the stone foundation.

MILITARY.

In Chicago are located the headquarters of the Military Department of the Missouri. The U. S. Military offices are located in the Pullman building, southwest corner of Michigan ave. and Adams street, Lake Front. General Philip H. Sheridan was for many years the Division Commander here. He was followed by Genls. Schofield, Terry and Crooke. Gen. Nelson A. Miles is now the commanding officer. The Department of the Missouri embraces the States of Michigan, Wisconsin, Indiana, Illinois, Missouri, Kansas and Arkansas, and Oklahoma and the Indian territories.

U. S. OFFICERS IN CHICAGO.—The following is a complete list of the

United States officers stationed in this city, together with their places of residence.

			RESIDENCE.
Maj. Gen. Nelson A. Miles	U. S. A.	Commanding Dept.	The Virginia.
Capt. Eli L. Huggins	2d Cav.	Aide-de-camp	The Virginia.
Capt. Marion P. Maus	1st Inf.	Aide-de-camp	The Virginia.
Bvt. Brig. Gen. C. McKeever	A. G. Dept.	Asst. Adjt. Gen'l	The Virginia.
Col. Edward M. Heyl	I. G. Dept	Inspector Gen'l	105 Pine street.
Capt. Jesse M. Lee	9th Inf.	Asst. to Insp. Gen'l	430 N. Clark street.
Bvt. Lieut. Col. Edmund Rice	5th Inf.	Act'g Judge Adv.	120 Pine street.
Bvt. Brig. Gen. J. D. Bingham	Q. M. Dept.	Chief Qr. Master	419 Oak street.
Bvt. Brig. Gen. M. R. Morgan	Sub. Dept.	Chief Com. of Sub.	68 Bellevue Place.
Col. Bernard J. D. Irwin	Med. Dept.	Medical Director.	The Virginia.
Col. Wm. A. Rucker	Pay Dept.	Chief Paymaster.	The Virginia.
Capt. Wm. L. Marshall	Corps Eng's.	Engineer Officer.	4138 Lake ave.
Capt. Frank D. Baldwin	5th Inf.	I. S. A. Practice.	430 N. State street.
Maj. Gilbert C. Smith	Q M. Dept.	Asst. to C. Quar'm'r	483 "A" La Salle ave.
Lieut. Col. Ely McClellan	Med. Dept.	Attending Surgeon.	3 Tower Place.
Major, George W. Candee	Pay Dept	Paymaster	136 Judson ave*.
Lieut. Col. Thos. C. Sullivan	Sub. Dept.	Depot Com. Sub.	
Capt. Edward G. Mathey	7th Cav.	Recruiting Officer.	4040 Vincennes ave.
Capt. Alfred Morton	9th Inf	Recruiting Officer	760, 67th street.

* Evanston, Illinois.

Ft. Sheridan.—A United States military post, situated on the Milwaukee Division of the Chicago & Northwestern railroad, twenty-five miles or about one hour's ride from the city. Take train at Wells St. depot, Wells and Kinzie streets, North Side. The situation of the fort, on the north shore of Lake Michigan, is very beautiful. During the labor troubles of 1887, and the riots and disturbances of that year, the attention of the government was called to the necessity of establishing a military post near Chicago, from which a sufficient force might be summoned in case of emergency, to assist in the maintenance of order, or in quelling unusual disturbances. The result of the movement in Chicago was the purchase, by voluntary subscription, of a magnificent tract of land, situated twenty-five miles north of the Court House, quickly accessible by railroads and comprising 500 acres. The immediate proximity of Lake Michigan as well as the topographical features of this tract made it specially available for the permanent abode of a considerable military force. This land was made a free gift to the National Government on condition that a permanent military post be established on it. The Government accepted this proposition, and a provisional camp was almost immediately erected, and two companies of the Sixth Infantry were stationed there. Since then, numerous permanent buildings, officers' quarters, barracks, guard house, mess houses, stables, etc., have been erected.

Fort Sheridan is commanded by Col. Robert E. A. Crofton, of the 15th Infantry. The troops stationed there at present are the 15th Regiment of Infantry and Light Battery E, of the 1st Regiment of Artillery. The officers stationed at the fort are as follows: Colonel R. E. A. Crofton, Lieut-Col. S. Ovenshine, Major C. M. Bailey, 1st Lieut. J. A. Maney, r. qm., 1st Lieut. G. F. Cooke, adjt. h'dqrs 15th inf.; Captain A. Capron, 1st. Lieut. A. Todd, 1st Lieut. J. L. Chamberlain, 2d Lieut. J. L. Hayden, 2d Lieut. D. Skerrett, Light Battery E, 1st art.; Captain H. R. Brinkerhoff, 1st Lieut. J. Cotter, 2d Lieut. W. H. Bertsch, Co. A, 15th inf.; Captain E. S. Chapin, 1st Lieut. W. T. May, 2d Lieut. R. L. Bush, Co. B. 15th inf.; Captain C. H. Conrad, 1st Lieut. E. Lloyd, 2d Lieut.

H. J. Hunt, Co. C, 15th inf.; Captain W. D. Hartz, 1st Lieut. A. R. Paxton, 2d Lieut. H. J. Hirsch, Co. D, 15th inf.; Captain H. H. Humphrey, 1st Lieut. B. C. Welsh, 2d Lieut. M. Maxwell, Co. E, 15th inf.; Captain A. Hedberg, 1st Lieut. S. S. Pague, 2d Lieut. H. L. Jackson, Co. F, 15th inf.; Captain G. A. Cornish, 1st Lieut. W. F. Blauvelt, 2d Lieut. J. Mitchell, Co. G, 15th inf.; Captain C. McKibbin, 1st Lieut. T. F. Davis, Co. H, 15th inf.; Captain G. K. McGunnegle, 1st Lieut. D. D. Mitchell, 2d Lieut. R. C. Williams, Co. I, 15th inf.; Captain S. R. Stafford, 1st Lieut. W. N. Blow, Jr., Co. K, Major A. C. Girard, surgeon; 1st Lieut. C. F. Kieffer, assistant surgeon; H. L. Haskin, Acting-Assistant Surgeon.

Captain Francis B. Jones, assistant quartermaster U. S. army, is in charge of construction of public buildings at the post. When the new buildings are all completed about 600 men will be permanently stationed at Fort Sheridan. The work has progressed far enough to make the post worthy of a visit.

Rock Island Arsenal.—Take Chicago and Rock Island Railway. Located on a beautiful island in the Mississippi river, midway in its course between St. Louis and St. Paul, and set between the flourishing cities of Moline, Davenport, and Rock Island, it commands a position which may be called strategetical in the facilities possessed for the rapid distribution of supplies.

For a quarter of a century the arsenal has been in a state of absolute peace. The meager government appropriations have been chiefly expended in beautifying the domain, in carrying out the chimerical or impracticable schemes for utilizing the water power, or in erecting great rows of massive stone buildings, which have never been put to their designed uses in the manufacture of the implements of war. But the island has been a perpetual delight in its free uses as a pleasure park. During the war the island was used as a military prison, and from 1863 to the close of the war upwards of 12,000 Confederate soldiers were confined there. Of that number 2,000 died and were buried on the island, but no mound or stone marked the place where they rest. The ground has all been leveled off, the very spot is well nigh lost, and their lives have been merged into the indistinguishable woof of the eternal life. Scrupulously cared for by a small detachment the great arsenal needs only the encouragement of liberal appropriation and the incentive of military necessity to start into vigorous life and make it the depot for an enormous traffic in the production of arms and accoutrements for an army in the field.

Illinois National Guard.—The report of Adjutant-General Jasper N. Reece, for 1891, to the Secretary of War, shows the aggregate strength of the Illinois National Guard to be 4,389, officers and enlisted men, armed and equipped for active service with the same rifles and accoutrements as the regular establishment. The military force of the State is in a satisfactory state of discipline and efficiency, and will be found competent to successfully compete with any emergency that may arise. The adoption of the new system of drill regulations for the regular army and the militia of the United States has made it necessary for all officers and men to again enter the A B C class of military instruction; but the energetic, voluntary application of the members of the military force of the State to master the lessons thus prescribed by the commander-in-chief will soon make the new drill regulations as familiar to our companies and regiments as was "Upton" in its time. The Illinois National Guard is now the holder of the celebrated Washburn trophy, which was won after a most exciting and close contest, in 1891, by the following score: Illinois, 2,677; Wisconsin, 2,669; Minnesota, 2,582, and Iowa, 2,538. This trophy will be contested for again this year. The Governor of the State is commander-in-chief of the Illinois National Guard under the law. Brigadier-General Jasper N. Reece, is adjutant-general, and ex-officio quartermaster-general, commissary-general, chief of ordnance and chief of staff. Brigadier-General Charles Fitz Simons commands the First brigade, with headquarters at room 910 Pullman building, The First infantry (Colonel Charles R. E. Koch, commanding) is located in its magnificent armory, corner Michigan boulevard and Sixteenth street. The Second infantry (Colonel Louis S. Judd, commanding) has two battalions on Washington boulevard, West Side, and one battalion in the armory, 135 Michigan avenue. Battery D (four 12 lb. Napoleons and four rapid firing Gatling guns), Captain E. P. Tobey, commanding, is located in its armory on the Lake front. Cavalry Troop A, Captain Paul B. Lino, commanding, is quartered in the Second infantry armory, 135 Michigan avenue; and Company C, Third infantry, Captain Thomas Ford, commanding, have their home with Battery D. Colonel Wm. S. Brackett, inspector-general, Jefferson Hodgkin, William H. Rose, E. S. Weeden and Charles P. Bryan, aids-de-camp on the Governor's staff, all reside in Chicago.

A board of officers has been created to inaugurate and carry to a successful conclusion an inter-national rifle competition during the progress of the World's Columbian Exposition, 1893.

First Brigade, General and Staff.—Headquarters Pullman building, cor. Michigan avenue and Adams street.; Brigadier-General Charles Fitz Simons, commanding; Ass't Adj't General, Lieut. Col. Henry B. Maxwell; Ass't Inspector General, Lieut. Col. F. Ziegfeld; Judge Advocate, Lieut. Col. Farlin Q. Ball; Inspector Rifle Practice, Lieut. Col. E. A. Potter; Surgeon, Major John W. Streeter; Quartermaster, Capt. Horace Tucker; Adjt. Commissary Subsistence, Capt. Edward T. Glennon; Aides, Lieut Geo. T. Lovejoy, F. O. Bartlett.

First Regiment I. N. G.—Organized in August, 1874. At the first meeting held in behalf of the undertaking forty-eight men enrolled themselves. In January, 1875, having grown into seven companies, the regiment took quarters on Lake street, adopted its uniform—the same it wears to-day—and received its equipment of arms from Springfield. In February of that year the regiment was assembled and bivouacked in the armory during the Relief and Aid Society riotous demonstration. On May 13th it made its first public appearance with 520 men in line. Since that day its popularity has never waned. In 1877, during the railroad riots, the regiment twice dispersed mobs at the point of the bayonet without firing a shot. In 1878 the First removed to its armory on Jackson street. During the riots of November, 1886, at the Union Stock yards and other points in the city the regiment was called into service to quell disorder. Since then its history has been one of peace and continued prosperity. The enrollment at present is 650 men. Upon the rolls of the regiment is no small number of names which have won renown on bloody fields. Among its past commanders are: Gen. Alexander C. McClurg, Col. George R. Davis, Col. Edgar D. Swain, Gen. Charles Fitz Simons, and the late Col. Edward B. Knox, who, after exemplifying his patriotism on the battle-fields of Gettysburg and Spottsylvania, and after having lived the life of a pure, upright man of peace, rests, his warfare over forever. Charles R. E.

Koch, the present colonel commanding the First, is in appearance the essence of chivalry and soldiership. Like his predecessors, he is a war veteran, and, aided by his experience, makes the best of officers. In the business conduct of the regiment he is untiring and successful. Behind him, loyal, devoted and enthusiastic, the First stands a solid unit. Henry Lathrop Turner, lieutenant-colonel, saw service during the war before Richmond, at Fair Oaks, Fort Fisher, and elsewhere, as a first lieutenant, regimental adjutant, and as aid-de-camp on a brigade staff. In peace he has achieved some prominence as a writer. He has been president of the real-estate board and is a trustee of Oberlin College, the institution from which he graduated. Maj. Taylor E. Brown rendered valuable aid in the collection of the new armory fund. Maj. Charles Adams, of the Cook County Hospital, is regimental surgeon. Capt. Chas. G. Fuller is regimental surgeon. Capt. Henry Sherry, a well-known M. D., assistant surgeon. Capt. W. L. DeRemer, adjutant, is a crack shot. Capt. Charles G. Bolte, inspector of rifle practice, a Canadian by birth, is a faithful officer. The First regiment, with its membership drawn from the best young manhood of Chicago, with its enterprise and its success, is a credit to the city and deserves the good words and support of citizens. Its colors are not emblazoned with the record of battles won and campaigns endured. Scarcely any military body of the world to-day in its personnel can boast of much service. When duty has called, the First has been ready and has responded. The possibilities of military usefulness the regiment can claim; the elements of good citizenship, patriotism, soldiery training need but circumstances demanding action to make for it a record of heroism.

FIELD AND STAFF OFFICERS.—Colonel, Chas. R. E. Koch; Lieut.-colonel, Henry L. Turner; majors, Taylor E. Brown, Elliott Durand, Joseph B. Sanborn; surgeon, Major Chas. G. Fuller; Asst. surgeon, Capt. Henry Sherry; adjutant, Capt. W. L. DeRemer; quartermaster, First Lieut. A. L. Bell; inspector rifle practice, Capt Chas. G. Bolte; chaplain, Rev. H. W. Thomas; Co. A, Capt. Benj. F. Patrick, Jr.; Co. B, Capt. Edward R. Gilman; Co. C, Capt. Geo. W. Ford; Co. D, Capt. J, H. Barnett; Co. E, Capt. Wm. F. Knoch; Co. F, Capt. J. H. Eddy; Co. G, Capt. Geo. W. Bristol; Co. H, Capt. Edward C. Young; Co. I, Capt. F. W. Chenoweth; Co. K, Lieut. Henry J. Moore commanding; Co. L, Capt. Edgar B. Tolman; Co. M, Capt. Edward H. Switzer.

Standing and Personnel of the Regiment.—The First Regiment is composed principally of young men who have a taste for military duties and a love of military discipline. They represent, in many instances, the oldest and best families of Chicago. In a city like Chicago there is no distinctive "leisure class." Everybody is employed in some department of life. The unemployed are the exception, particularly the voluntarily unemployed. No man is so rich that he does not feel the necessity of making provision for his sons, beyond that which is stipulated in his will. The changes of fortune are too frequent and too sudden not to impress the wealthiest with the fact that wealth is fleeting in this city. Hence the foreign visitor will be compelled to make a distinction here which he is apt to overlook in his own country. No estate is protected by the law of entailment, and the heir of a millionaire may be compelled some time in life to step into one of the professions or into a mercantile pursuit, to insure a respectable living. It is well for him if he have the talent and the training that will qualify him for either. So when "best families" are spoken of, families of respectability are meant, not families of wealth. The First Regiment is composed of young men, then, who represent families of respectability, and who are, generally speaking, regarded as respectable themselves. From a society point of view the First Regiment stands high. From a military point of view the regiment is regarded as one of the best in the country. It has been put to severe tests at times, and has never yet acquitted itself discreditably. It must be remembered that a sense of honor alone holds the regiment together in times of public tumult.

NEW ARMORY.—Located at the northeast corner of Sixteenth street and Michigan avenue. Take Wabash avenue cable line. First occupied by the Regiment, Sept. 17, 1891, in celebration of the seventh anniversary of the completion of the Regimental organization. It is perhaps the most massive structure in Chicago. Heavy stone work rises on each of the four sides to the height of thirty-five feet, and is unbroken save by the warlike sally port, through which an army might march in company front. This great doorway is in feeling with the strength and beauty of the whole. An arch in form, it spreads at the base forty feet and supports a keystone thirty-five feet above the sidewalk. The massive oak and steel portcullis, suggesting memories of a mediæval fortress, rests back of the embrasures in the thickness of the walls, protected by firing slots on both sides. Above the stonework the walls are built into battlements, and four turrets at the corners. Consonant with the design of the armory the windows are narrow and strengthened by steel and iron, being but well-guarded ports for riflemen. An enfilading fire can be directed throughout the force of each of the four sides of the structure, and a force entering the armory for refuge need fear nothing smaller than heavy artillery.

The architects, Burnham & Root, have also achieved a notable success in the interior arrangements. The space covered by the building, one hundred and sixty-four by one hundred and seventy-four feet gave room for a very large drill hall on the first floor. It is surrounded by galleries for visitors and contains the stairways reaching to the second floor, where are the quarters of the field and staff, with separate and well arranged apartments for the colonel, lieutenant-colonel, adjutant and their orderlies, for the majors, quartermasters and orderlies, the surgeons and orderlies and the chaplain. Opening on the wide gallery are the company quarters and above the squad drill rooms. There is also a banquet hall, thirty by fifty feet, at the west end of the building, and on the third floor quarters for non-commissioned officers and orderlies attached to special service, a vetrans' room, a gymnasium and a drum corps' room. Everything is in brick, stone, heavy dark oak and iron.

The armory, which is the best building of the kind in the United States, was built largely by subscription, and will be cared for by a board of trustees, consisting of A. G Van Schaick, president; Colonel C. R. E. Koch, vice-president; C. L. Hutchinson, treasurer; Lieutenant-colonel Henry L. Turner, secretary; J. J. Mitchell, Lieutenant A. L. Bell and H. H. Kohlsaat. Marshall Field, with his usual princely generosity, gave the regiment a ninety-nine years' lease of the ground the building stands on at a mere nominal rental. The gift amounts to fully half a million dollars.

BATTERY D, FIRST ARTILLERY.—Armory located at present on Michigan avenue, north of Exposition Building. Captain, E. P. Tobey; First Lieut., F. S. Allen; Second, Alfred Russell; Junior Second Lieutenant, Wm. M. Austin.

Second Regiment I. N. G.—This regiment was oganized in 1875. Armories located at Washington boulevard and Curtis street, and 135 Michigan avenue. This regiment was originally composed of ten companies, and its first colonel was James Quirk. A few years later, owing to the reduction of the militia by the legislature, the Second was consolidated with the Sixth battalion, and the colonelcy was contested by the commandants of the respective organizations, Col. Quirk, of the old Second, and Col. W. H. Thompson, of the Sixth, and, after a spirited campaign, the honor fell to Col. Thompson. The regiment under Col. Thompson had varying fortunes. In 1884 he resigned, and Col. Harris A. Wheeler was elected to the command. From this important period in its history the success of the regiment dates. Col. Wheeler may well be called the "Father of the Second." He revived its drooping spirits, new recruits were brought in, and the personnel of the command improved; but the work of bringing order out of chaos was tremendous, and only the old-timers of the Second can appreciate the value and amount of work that was done by "the grand old man." Hampered by a miserable barracks, the regiment had dwindled down in numbers, and, poorly uniformed, it is a wonder that it lived at all. But the men and officers were made of the right stuff, and the small glimmer of hope that had led them on burst into the flame of realization and success. The first important work of Col Wheeler was the establishment of the regiment in its present home at Washington boulevard and Curtis street, where the command, after its wanderings, found a permanent abiding place. Following is the full roster of officers according to rank, with date of commission:

FIELD AND STAFF OFFICERS.

	Co.	Date Com.
Colonel—		
Louis S. Judd		July 10, 1890
Lieut. Colonel—		
Wm. D. Hotchkiss ...		July 10, 1890
Majors—		
Frank Logan.........		Feb. 1, 1890
Chas. P. Wright		Aug. 14, 1890
James E. Stuart ..		Nov. 13, 1890
Captain and Adjutant—		
George C. Gobet		July 20, 1890
1st Lieut. and Quartermaster—		
Fred W. Laas.		Dec. 3, 1891
Major and Surgeon—		
Chas. F. Perkins		July 20, 1890
Capt. and Asst. Surg.—		
Clarence W. Leigh.		July 20, 1890
Capt. and Chaplain—		
Rt. Rev. Sam. Fallows.		Oct. 20, 1890
Captains—		
Wm. E. Hoinville ...	I	Oct. 9, 1887
Wm. P. Dusenberry..	E	Feb. 10, 1890
Edward J. Remick .	K	Mar. 10, 1890
Wm. B. Alexander...	M	Apr. 14, 1890
Willis McFeely. ...	G	July 22, 1890
John H. Ingraham...	B	July 23, 1890
Almer H. Wells	H	Sept. 9, 1890
Wm. A. Chadwick. .	D	Nov. 12, 1890
Wm. T. Hardenbrook.	C	Jan. 14, 1891
Ellsworth G. Bowen.	L	July 6, 1891
Milo B. Lehman......	F	July 7, 1891
Wm. T. Bogg	A	Oct. 14, 1891
First Lieutenants—		
John T. McCormick.	K	March 10, 1890
Edward E. Allen. ...	M	April 14, 1890
Benj. E. Mendelsohn.	G	May 6, 1890
Geo. I. Meehan	B	Sept. 3, 1890
Francis W. Bell.....	H	Sept. 9, 1890
Reuben D. Coy	C	June 17, 1891
John McIntosh	F	July 7, 1891
Elbert B Eddy	L	July 6, 1891
Benj. G. Bowen......	D	Sept. 29, 1891
Philip Samuel.........	A	Oct. 14, 1891
....	I	....
....	E	....
Second Lieutenants—		
Cornelius P. Hayes	G	July 22, 1890
Alex. J. Wagner....	I	Sept. 1, 1890
Thos. I. Mair	B	Sept. 3, 1890
James J. Butler	D	Nov. 12, 1890
Harvey A. Wright...	L	April 13, 1891
Martin Clasby.	F	July 7, 1891
Fred D. Shiras......	C	July 15, 1891
Geo. Greenburg.....	E	Jan. 18, 1892
John J. Garrity......	H	Oct. 13, 1891
....	K	....
.. ..	M	....
Clarence H. Shaw...	A	Oct. 14, 1891

Dr. Florence Ziegfeld was elected to succeed Col. Wheeler February 1, 1890. Col. Ziegfeld remained but a short time, being succeeded by the lieutenant-colonel, Louis S. Judd. With the election of Louis S. Judd to the colonelcy the regiment entered into a new era of prosperity. After the regiment had lost such a signally successful leader as Col. Wheeler, much speculation was rife as to the fate of his successor; but uncertainty gave way to certainty when the selection of Col. Judd was announced. His career of seven years as a line officer was a guarantee that the regiment had once again gotten a leader worthy of the position. Col. Judd has a long and honorable record in the State service, and his promotion is a just tribute to his services. He was one of the organizers of the National Guard Officers' Association, which has worked many benefits to the Guard. One of the colonel's best points is his thorough mastery of details, which fact is making itself felt in the closer organization of the regiment and the improvements that are being made in the armory. The comfort and convenience of the command seems to be his constant care. The colonel has surrounded himself with a competent staff, which is made up of men who have proved their efficiency in the service of the State and their loyalty in the service of the regiment.

The regiment is thoroughly equipped, having both fatigue and regulation dress uniforms. With a membership of 950 it is the largest command in the West, and is in every sense of the word a first-class national guard organization. Chicago should feel proud of it, as it is an example of the pluck and energy of vigorous and patriotic American manhood.

SECOND REGIMENT BAND.—This splendid organization numbers ninety pieces, including field music (the drum, fife and bugle corps). Band-master Fred Weldon is the moving spirit, and the high artistic standing of the band is due to his efforts and ability. Mr. Weldon has brought out some notable compositions of his own, his march numbers being particularly fine, thus securing to his organization original music, and not played by any other band in the country. Two different sets of dress uniforms guarantee a presentable appearance.

Cavalry Troop A.—Only troop of Cavalry belonging to Illinois National Guard. Organized June 3, 1891. Headquarters 135 Michigan avenue, numbers 63 men. Each man in this company owns his own horse. Officers as follows: Capt. Paul B. Lino; first lieut., Geo. C. Lenke; second lieut., Frederick Boyer; first sergeant, Thos. Palmer; second sergeant, B. Gruman; third sergeant, Geo. Smith; fourth sergeant, Frederick Boltz; fifth sergeant, Chas. Peters; quartermaster sergeant, S. Silverman; Commissary, Otta Dietrich; Corporal, Steve Ackerman; second corporal, Chas. Maager; third corporal, Geo. Frantzen; fourth corporal, Chas. W. Knil; Farrier, Frank L. Lade; Saddler, Harry Goodison.

Other Military Organizations.—It is estimated that there are 50,000 thoroughly drilled men in Chicago, outside of the regular organizations, who, in an emergency would be qualified to take the field as trained soldiers. These are principally members of the military department of the Masonic, Odd Fellows and Knights of Pythias orders. Reference to these organizations, however, is made under the head of secret societies.

CHICAGO HUSSARS.—A new military organization that has made remarkable progress. Two years ago the company was practically unknown, but by the judicious management of its officers it now appears before the people as one of the finest private military organizations in the country After considering many offers of ground for the erection of their new armory, Edwin L. Brand, commander of the company, has purchased a site on Thirty-fifth street, near Cottage Grove ave. The lot is 100x230 feet, which space will be entirely covered by the buildings. The club house will be the finest of its kind in the world, and will be a combination of a club house, armory, riding school, and stables. In addition to the regular drills there will be riding classes formed. The members will be taught the regular methods of military riding, saber exercise, and fencing by a corps of competent instructors. At present there are forty-one members of the company, each one of whom is the possessor of a handsome horse. The members say that by the time the world's fair opens each will have chargers of uniform coal black. This company has received the appointment by the Director General to the position as special Guard of Honor to himself and the National Commission, and will be detailed by the Director General for special escort duty during the continuance of the Columbian Exposition. Following are the officers: Captain, Edwin L. Brand; 1st. Lieut., M. L. C. Funkhouser; 2d. Lieut., Joseph B. Keene. Staff: Adjt., Geo. M. Barbour; Inspector, P. R. McLeod; Judge Advocate, A. Fougner; Qr. Master, Charles Kern; Surg., Stewart Johnstone, M. D.

Chicago Zouaves.—Thos. J. Ford, Capt. The leading Zouave company of the country, having met and defeated all the other crack Zouave companies in the United States in competitive prize drills. This company was first organized as company I of the old Second Regiment by their present captain on Dec. 3d, 1877. Their last parade as a company of the Second occurring on Decoration Day of 1881, immediately after which time they disbanded and reorganized under the above name, making their first appearance in their handsome new uniforms on Decoration Day, 1882. It was prophesied then that Chicago had a company of Zouaves that would in the near future fill the vacancy caused by the disappearance of the once noted Ellsworth Zouaves. Capt. Ford thinks that his company can rightfully claim the honor of being the champion Zouave company of the country.

COOK'S CHICAGO LANCERS.—A new company of cavalry organized about a year since; over 100 men are included in the two companies which comprise the battalion. Application has been made for admission to the Illinois National Guard.

ELLSWORTH'S CHICAGO ZOUAVES—The famous Ellsworth Zouaves of Chicago were the successors of the National Guard Cadets, organized in 1856; when on the point of dissolution, Col. Ellsworth re-organized the company (May, 1858) under the name of United States Zouave Cadets. In 1860 the Zouaves, who came to be known as Ellsworth's, made a tour of the country, and was pronounced the finest military company in the country. The Zouaves went out of existence shortly after the outbreak of the rebellion, when its members became scattered. Ellsworth was killed on May 24, 1861, by J. W. Jackson, the proprietor of the Marshall House at Alexandria, Va. Jackson attempted to kill Sergeant Brownell, whom Ellsworth had stationed in one of the corridors of the hotel while he went up in the observatory to find the location of the railroad depot. Ellsworth took from the flagstaff a confederate flag that was flying. While he was in the observatory Jackson and Brownell became engaged in an altercation. Jackson raised a shotgun to fire at Brownell. The latter knocked up the barrel, the gun was discharged and Ellsworth,

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who was coming down-stairs at the time, received the shot. He was not only a brilliant organizer, but a brave man, and he would have left the mark of his achievements on history's page if he had lived.

EVANSTON ZOUAVES.—A military organization of the suburb of Evanston, composed of young boys of good families, their age running from 13 to 17 years. It is an independent, self-supporting military company. Organized in 1886 as the "Evanston Cadets," and were connected with the junior gymnasium class of the Young Men's Christian Association. Upton's tactics was their text-book, and they were thoroughly instructed in the regulation manual of arms and school of the company. After a few months of hard work their drill-master moved from the village, and through the influence of Mr. John H. Nolan, whose son Julien was captain of the company, the cadets were fortunate enough to secure the attention and services of Capt. T. J. Ford of the crack Chicago zouaves. He naturally transformed the cadets into zouaves and the Evanston zouaves became the name of the organization.

Their first public appearance was made in Chicago in the fall of '87, when they participated in the great Cleveland street parade as porteges of the Chicago zouaves. The little shavers on that occasion won tremendous applause from the crowds of spectators, not alone on account of their tender years, but because of their wonderful steadiness in marching and amazing skill in duplicating the intricate movements of the older zouave company. Since then they have given frequent exhibitions for charitable and religious purposes. The zouaves muster about thirty-six strong, and are commanded by the following officers: Captain Chas. S. Marshall; lieutenant A. H. Parker, Jr.; second lieutenant, Eugene A. Conkey; first sergeant, Tracy Clark; second sergeant, Joseph Pierson, and quartermaster, Frank W. Howland.

The company's armory is in Lyon's hall on Davis street, and it holds regular weekly drills on Wednesday nights.

Veteran Societies.—CHICAGO ASSOCIATION OF UNION EX-PRISONERS OF WAR—Meets third Mondays at Grand Pacific. President, D.W. Howe; secretary and treasurer F. A. Cleveland, Normal Park. CHICAGO BOARD OF TRADE BATTERY MEMORIAL ASSOCIATION—Meets at Armory, 1st Cavalry Regiment. President, C. I. Dwight; secretary, H. B. Chandler; treasurer, John B. Hall. CHICAGO MERCANTILE BATTERY VETERAN ASSOCIATION—Officers: J. J. Hamblin, president; George Kretsinger, secretary; R Powell, treasurer—Meets at 4 Lake street. CHICAGO UNION VETERAN CLUB—Meets second Mondays at Grand Pacific. President, Colonel Thompson; vice-president, A. J. Miksch; secretary, John C. Barker, 62 N. Clark. DANISH VETERAN SOCIETY—Meets second and fourth Fridays at 432 Milwaukee ave. President, J. Z. Alstrup; secretary, Vigga A. Danielson; treasurer, L. M. Hoffenblad. EIGHTY-SECOND ILLINOIS VETERAN SOCIETY—Meets first Sundays at Staats Zeitung Bldg. President, J. Bans; treasurer, C. Bock; secretary, A. Henchel. MEXICAN WAR VETERANS Meets fourth Sundays at Grand Pacific Hotel. President, P. T. Turnley; vice-president, W. M. Coulter; secretary, George A. Corgan; treasurer, D. L. Juergens. MCCLELLAN VETERAN CLUB. Room 14, 40 Dearborn street. Open daily. President, W. C. Newberry; secretary, H. F. Jones; treasurer, D. E. Root. NINETEENTH ILLINOIS VETERAN CLUB—Meets second Sundays, 2:30 P. M., at 104 Randolph street, second floor. President, Jas. Bloomfield; secretary, J. Gaffney; treasurer, D. F. Bremner. TAYLOR'S BATTERY VETERAN ASSOCIATION—Meets at call of secretary. President, S. E. Barrett; treasurer, W. H. Dudley; secretary, C. W. Pierce, 164 La Salle street. TWENTY-FOURTH ILLINOIS VETERAN SOCIETY—first Sundays at 2 P. M., 171 N. Clark street. President, L. Mattern; corresponding secretary, A. Wehrle; financial secretary, Emil Hoffman; treasurer, A. Georg. VETERAN UNION LEAGUE, 304 Dearborn street, rooms third floor. Open daily. Regular meetings first Wednesdays. President, D. Harry Hammer; treasurer, J. Gross; secretary, W. E. Winholtz.

MISCELLANEOUS INFORMATION.

Abstracts of Titles.—The compilations and abridged evidences of ownership of land peculiar to the State of Illinois with the encumbrances, liens, clouds or defects in the titles to real estate as these appear of record, are commonly known as "Abstracts of Title" in the Western States. The first to enter into the business of making abstracts of title in Chicago was James H. Rees, who, as far back as 1836, was "Surveyor of the town of Chicago." He inaugurated the present system about the year 1849 in conjunction with Edward A. Rucker, an attorney-at-law, whose brother, Henry L., was an alderman of that day. The firm of Rees & Rucker was changed to Rees & Chase in 1852; Mr. Rees taking into partnership Mr. Samuel B. Chase, the "working clerk" of the old firm, who soon after associated himself with his brothers, Horace G. and Charles C. Chase. They carried on the business, Mr. Rees retiring from the concern, under the name of Chase Bros. up to the time of the great fire of 1871. A new set of "Tract Indices," as these books are now called, was opened by Hasbrook Davis and J. Mason Parker, in 1852. They made but few abstracts, however, as they soon sold their books to Thos. B. Bryan, who again sold a half-interest to John Borden. Bryan & Borden leased their books to Wm. W. Page, John G. Shortall and Henry H. Handy, but subsequently, in 1856, sold them to Greenebaum & Guthman, who continued the business under their name until the books were finally sold to John G. Shortall and John N. Staples, who made abstracts under the firm name of John G. Shortall & Co. until Mr. Shortall associated himself with Louis D. Hoard, the then ex recorder of Cook county, when the firm became Shortall & Hoard, which continued up to within about a month of the fire, when the books were leased to Henry H. Handy & Francis Pasdeloup. Another set of books had in the meantime been started by Fernando Jones & Co., which firm made abstracts until it changed to Jones & Sellers, with Mr. Alfred H. Sellers as active manager until the fire. There were also a number of persons engaged in making abstracts before the fire who neither owned tract books nor used those belonging to other firms, but who worked from the general indices in the public offices. One of the most reliable experts of this class was A. F. C. Mueller, who made many abstracts and who afterward associated himself with Uriah R. Hawley, a lawyer (whilom clerk of the Court of Common Pleas, now the Superior Court), under the name of Mueller & Hawley. Their work was all done by themselves personally and enjoyed full confidence although they made all their searches directly from the records by means of the general public indices of that day. Mr. Mueller made no abstracts after the fire. Mr. Hawley died many years ago while filling a very responsible position in the Chicago Postoffice.

A. D. Wilmanns, for a number of years, up to about the close of the war, made abstracts by means of the public indices until he obtained privileges from Chase Bros. for the use of their books. He afterwards became associated with Francis Pasdeloup. Wilmanns & Pasdeloup continued for some years, using the books of Shortall & Hoard up to September 1, 1871, when Mr. Pasdeloup withdrew and formed a partnership with Henry H. Handy, as Handy & Pasdeloup, who secured a lease of the books of Shortall & Hoard; which lease, however, was allowed to be abrogated by the great fire. All of these parties made abstracts which are to this day current in the market. There were, before the fire, a few other persons, employés of the Recorder's office, who made abstracts of title in their overtime from the records direct. Wm. H. Haase, who called himself a conveyancer, and Charles Drandroff, employed in the real estate department of the banking house of F. A. Hoffman, and later a firm, Alexander Dixon & Co., made some few abstracts, which, however, in their day failed to inspire confidence among professional examiners or the public. The great fire of 1871 played havoc with the business of abstract making. All the records were destroyed and the sets of indices owned by the private firms, but only partly saved, were the only salvation. Each of the firms at first endeavored to continue business on their own account. Neither of them, however, had saved enough of their private books, and so it became a necessity to form a combination to make up a full set. The public generally, unaware of the true condition of things at the time, made quite a stir against what many at first believed to be a mere trick to form a dangerous monopoly, but the pool of books was made and they were then leased to Handy, Simmons & Co., over whose signature abstracts were then issued. The successors of this firm afterward became Handy & Co., who have since merged in "The Title Guarantee and Trust Co.," which now controls all the ante-fire abstract books in the county.

Immediately after the fire A. D. Wilmanns at first re-associated himself with Francis Pasdeloup, doing business with him until the latter's death shortly after the fire, when he associated himself with Henry Thielcke, an ante-fire clerk of Chase Bros., laying out a set of indices from October 9, 1871, onward. The firm of Wilmanns & Thielcke continued to make abstracts until the summer of 1875, when their set of books was sold to the county and placed in the Recorder's office, where they have remained ever since and where abstracts are now made from them by the Recorder under special enactments by the legislature. In the winter of 1872–3 Mr. Chas. G. Haddock, Mr. E. D. Coxe and Mr. Frank H. Vallette began work upon a new set of books from the fire down. They soon after commenced making abstracts under the firm name of Haddock, Coxe & Co., which has since been changed to Haddock, Vallette & Rickords, Mr. Coxe having disposed of his interest to Mr. Geo. E. Rickords. After the transfer of the books of Wilmanns & Thielcke to the county, C.C. Gilmore, a most competent abstractor, and one Pollock for a year or more made abstracts as Gilmore, Pollock & Co., using the books of the county. C. C. Gilmore had also previously made quite a number of abstracts over his own signature from these books while they were still owned by Wilmanns & Thielcke. In 1878 Otto Peltzer, the compiler and publisher of "Peltzer's Atlas of Chicago," whose professional work as a draughtsman had been entirely in connection with the land titles and records of the county and city in various positions since 1853, and who had just then resigned his position of Deputy Recorder and Superintendent of the Abstract Department of the county, embarked in the abstract business for himself in conjunction with a number of experts formerly employed by the Recorder. He first entered into a contract with Haddock, Coxe & Co., for access to their books, which he used for six years, after which time he made use of the county's indices. In connection with his business as general abstract maker, Mr. Peltzer also included the examining titles for purchasers, issuing written "Opinions of Title;" and as the patronage in this line and the confidence reposed in these "opinions" increased so rapidly in time, he has devoted himself exclusively to this class of work since about 1888, making but few abstracts since then. The latest abstract concern is "The Cook County Abstract Company," which commenced operations in May, 1888. This concludes the entire list of regularly established persons and firms engaged in abstract making in this city before and since the fire of 1871.

Anarchy in Chicago.—For the benefit of foreign visitors and strangers generally it may be well enough to say that anarchy in Chicaco received its death-blow on the 11th day of November, 1887, when four of the leading anarchists of the city were executed at the county jail. The monster has not shown its teeth here since. There has been no riot in Chicago since May 4, 1886. And it is perhaps worth while to add that at no time in the history of this city has the revolutionary element attained any strength. The anarchist uprising was entirely due to the agitations of a few dangerous leaders among a certain small class of workingmen, which should have been suppressed by the authorities long before their poisonous teachings culminated in a riot. The great majority of the workingmen of Chicago have never sympathized with the anarchists nor believed in their teachings.

Anarchist Monument.—Six thousand dollars have been subscribed in this country and in Europe toward the erection of a monument in memory of the anarchists executed in this city for complicity in the bomb-throwing at Haymarket Square. A committee of anarchists has the matter in charge. Thus far, there have been three models presented to the committee which seem to rank above the rest. The one which seems to give most general satisfaction was designed by a young German-American of this city. The artist caught his inspiration from Freiligrath's song, "Revolution," the spirit of which his creation embodies. A shaft of marble arises to the height of sixteen feet. On its sides are the portraits of the five Anarchists with appropriate inscriptions, one of which contains the last words of Spies before he was executed: "Our silence will be more powerful than the voices you strangle to day." At the base of the shaft are two bronze figures, life-size, symbolical of revolution and the revolutionist. One is that of a young woman of the people bending over the prostrate form of the dying revolutionist and placing upon his brow the laurel wreath of victory.

Another design presents a marble shaft rising from a group of five lions, and crowned with a marble sarcophagus from which emerges the figure of a woman symbolizing "Liberty" and carrying in one hand a torch, in the other a broken chain.

Annual Fat Stock Shows.—Annual fat stock shows have been held at the old Exposition building in Chicago for the past thirteen years. They are among the most interesting of our annual exhibitions. It is likely that the exhibit will become a part of the Columbian Exposition of 1893.

Ashland Block.—Located on the northeast corner of Clark and Randolph streets. Planned by Architect D. H. Burnham. Property leased from A. G. Alexander, of Louisville, Kentucky, by R. A. Waller, of this city, and L. Broadhead, of Kentucky, for a term of years. This building is sixteen stories high, with a frontage on Clark street of 140 feet and 80 feet on Randolph street. The exterior is classical. The windows of the lower stories are recessed and end in an arch at the third story. The principal entrance is from Clark street and is twenty-one feet wide. This extends to a height of two and a half stories and is finished in terra cotta of a delicate design. The first story has eight stores on the Clark street side and three on Randolph street. The second floor contains several spacious banking rooms 17 feet high and the remaining floors are divided into about 350 offices. Seven elevators are placed in the rear hall of the building. This building was ready for occupancy in May, 1892.

Auditorium Tower.—Visitors are taken by elevator to the top of the Auditorium tower at 25 cents for adults, 15 cents for children. [See Auditorium.]

Chicago Epitomized.—Chicago is a big city. This novel observation is emphasized by some figures. Here is a rough table of the growth of our population during the last thirty years:

Date.	Population.	Per Cent. Inc.
1860	109,000	
1865	178,000	65
1870	306,000	72
1880	491,000	62
1886	703,000	35
1890	1,098,000	55

If as many people come to Chicago during the next three decades as came during the last three the business man of 1920 will see about him a population of over 10,000,000 of people. Chicago has erected since 1876 56,240 buildings, at a cost of $255,298,879—i. e., the average each year has been about 4,017 buildings, at an average cost of $18,235,634. At this rate thirty years from now Chicago will have built 120,510 new building, at a cost of $547,069,020. But during 1889 alone 7,590 buildings were put up, at a cost of $31,516,000; and during 1890, 11,608 were put up at a cost of $47,322,100. The average number for the two years was 9,598. Should this average hold good for thirty years, in 1920 there would be 287,940 new buildings, which will have been erected at a cost of $1,182,571,500.

Consulates.—The foreign consulates in Chicago are located as follows: Argentine Republic, 83 Jackson st.; Austro-Hungarian, 78–80 Fifth avenue; Belgium, 167 Dearborn st.; Denmark, 209 Fremont st.; France, 78 La Salle st.; German Empire, room 25, Borden block; Great Britain, room 4, 72 Dearborn st.; Italy, 110 La Salle st.; Mexico, room 30, 126 Washington st.; Netherlands, 85 Washington st.; Sweden and Norway, room 1, 153 Randolph st.; Switzerland, 65 Washington st.; Turkey, 167 Dearborn st.

Columbus Building—To be erected on the southeast corner of State and Washington sts., after plans by W. W. Boyington. The structure will be fourteen stories high, two floors being contained in the ornamental space above the cornice. It will cover the lot, with its frontage of 100 feet on State street and 90 feet on Washington street. It will be constructed of stone, steel and terra cotta, after the best models. A main feature will be the two stores on the ground floor, on either side of the main entrance. Each will be forty feet wide. The decorations and fixtures will cost $175,000. At the rear of each will be a glass mosaic, one showing Columbus at the court of Isabella and the other his landing in America. The contract for these mosaics has been placed at Venice. The ceiling beams of the stores will be of bronze, supporting Mexican onyx ceilings. Over the entrance to the building a ten-foot bronze statue of Columbus will be placed, which is now being made at Rome. The floors throughout the building are to be of mosaic.

The height of the tower from the sidewalk to the top of the glass globe will be 240 feet. The globe on top is to be of opalescent glass, with the continents marked in color, with a cut jewel locating Chicago, to be lighted with a 3,000-candle-power electric lamp. The style of architecture in detail is Spanish renaissance. The various coats of arms of Spanish royalty will be shown in the cornice and elsewhere. Work will be begun May 1st, and the structure will be completed by May 1, 1893. The building will cost about $800,000.

Cook County Treasury Statement.—The following is an abstract from the report of the comptroller of Cook County of receipts and expenditures of the different treasuries at the close of the year 1891.

The amount realized from the sale of bonds during the year was $1,021,973. From the funding fund was expended by order of the board $1,034,957, leaving a balance of $22,627. From tavern licenses $11,379 was realized. There are in uncollected taxes, $52,479. Out of a general fund of $1.477,775 there is a balance of $59. The county paid during the year $1,366,696 in salaries. From a supply fund of $608,067, $13,571.11 was unexpended. For buildings the board spent $222,314.

The liabilities of the county foot up to $4,952,605, represented by the various county bonds. But $1.483,000 of this falls due May 1 of this year, while the remainder runs from 1899 to 1905. The liabilities as represented by the bonds is as follows:

Of the $1,483,000 of this indebtedness which falls due May 1, $1,350,000 will be refunded at 4 per cent.

The total receipts of the county from the various offices were $856,826, of which $266 656 came from the Treasurer's office and $208,956 from the County Clerk's.

The total amount expended for salaries was $1,366,676, which was $30,000 less than the appropriation. The total supply appropriation was $603,091. Amount expended, $594,495.

"Crib," The.—The original crib is situated about two miles out in Lake Michigan, almost directly east of the foot of Chicago avenue. "The Man at the Crib" is Captain Charles McKee, who, with his family, has spent eleven years in that desolate, wave-washed and tempest-battered granite home. He has reared a family of five girls and one boy, all of whom are married, except one girl. Besides his wife and daughter, three men and a dog occupy the crib at present. The crib-keeper's quarters are comfortable. During the winter months, when ice floes threaten to clog the grated mouth of the water tunnel, his duties are as severe as they are important. There are thousands of visitors at the crib during the summer months; in the winter it is sometimes difficult to reach it with the city supply boat. The visitor can take an excursion boat, steam or sail, on the lake shore, foot of Van Buren st. Fare, 25 cents. [See "Water Works."]

Daniel O'Connell Statue.—To be erected by the Daniel O'Connell association. Site not chosen. The following are the charter members of the association: John Cudahy, Redmond Prindiville, John M. Smyth, Patrick Kavanagh, Thomas Lynch, P. J. Maginnis, Michael Cudahy, John B. Lynch,

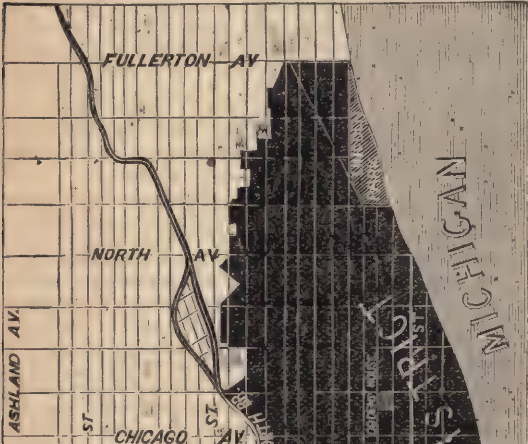
Dennis O'Connor, M. Sullivan, Thomas F. Keeley, Charles Dennehy, Daniel Corkery, William M. Devine, M. P. Brady, M. W. Murphy, P. J. Hennessey, Daniel Delaney, M. N. Kerwin, Owen Murray, William McCoy, John McGovern, and Frank Higgins.

Distance of Chicago from other Principal Cities.—Chicago is distant from Montreal, Canada, 842 miles; time, 29 hours; from Portland, Me., 1255 miles; time, 40 hours; from Boston, 1150 miles; time, 32 hours; from New York, 911 miles; time, 26 hours; from Philadelphia, 822 miles; time, 24 hours; from Baltimore, 854 miles; time, 27 hours; from Washington, 811 miles; time, 26 hours; from New Orleans, 915 miles; time, 48 hours; from the City of Mexico, 2600 miles; time, 5 days; from San Francisco, 2450 miles; time, 3½ days; from Vancouver, B. C., 2350 miles; time, 4½ days. The time between Queenstown, Ireland, and New York is now made by the average ocean steamer in less than seven days. The time from Queenstown to Chicago would therefore be about 8½ days; from Dublin, Ireland, 9 days; from Belfast, Ireland, 9½ days; from Liverpool, England, 9 days; from London, England, 9½ days; from Edinburg, Scotland, 10 days; from Glasgow, Scotland (via Liverpool and Queenstown), 10 days; from Havre (direct), 9 days; from Paris (via Havre), 10 days; from Bremen (via Southampton), 9 days; from Berlin (via Bremen or Hamburg), 11 days (via Calais, Dover, Liverpool and Queenstown), 10 days; from Vienna (via Bremen), 11 days; from Rome (via Marseilles, Bologna, Liverpool and Queenstown), 15 days; from Madrid, via Lisbon, direct, 12 days; (via rail to Havre, and via Havre by steamship direct) 16 days; (via Liverpool and Queenstown) 15 days; from St. Petersburg (via Havre, Bremen or Hamburg), about 16 days. [See map showing "Relative position of Chicago with regard to other principal cities."]

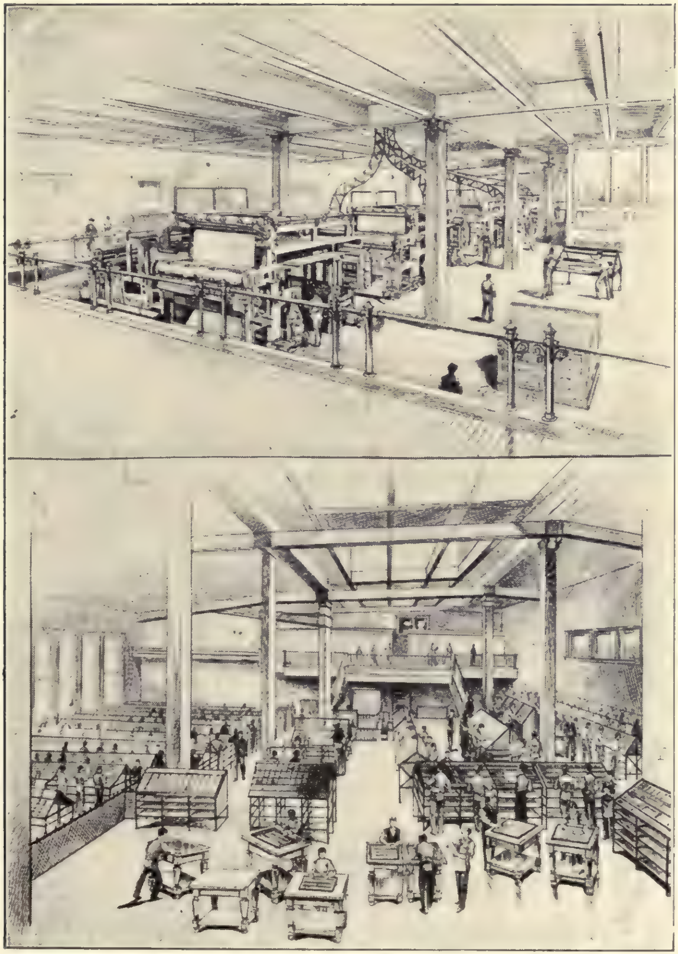
Estimated Cost of City Government for 1892 —The following are the estimates of the cost of conducting the municipality of Chicago for the year 1892–93: City cemetery, $500; contingent fund, $10,000; cost collecting city taxes, $80,000; city clerk's office, $13,500; departm't public works, $1,753,021; election dept., $100,333; fire dept., $1,449,501; health dept., $562,660; house of correction, $40,021; judgment account, $100,000; legal expenses, $25,000; police dept., $2,820,833; pounds, $2,500; police courts, $2,000; printing and stationery, $20,000; salaries, $225,000; sewerage dept., $225,540: street lamp fund, $880,000; bureau of lights, repairs and construction, $70,000; special assessment on city property, $10,000; interest account, $1,007,342; public library, $513,199; general sinking fund, $14,000; school sinking fund, $1,000; school dept., $4,990,824—total, 14.916,776. The estimates of the police department provide for 16 captains, 50 lieutenants, 90 patrol sergeants, 96 desk sergeants, 90 detectives and 2,640 patrolmen, with about 300 other functionaries of various grades attached to the department.

Fire of 1871.—The fire of 1871 broke out on Sunday night, October 8th. There had been on the previous evening an extensive conflagration in the West Division, involving a heavy loss of property in the lumber district. The firemen had worked upon the blaze for many hours, finally succeeding in subduing it. The department, however, was pretty well exhausted when an alarm was sounded at 9 o'clock on the following Sunday evening. The fire was caused by the upsetting of a little lamp, in a stable, in the vicinity of De

Koven and Jefferson sts., west of the river and south of Van Buren st.; whether the lamp was kicked over by a cow belonging to a Mrs. O'Leary is a question that has never been satisfactorily settled. The fire first crossed the river at Van Buren st., and soon enveloped the old gas works on Adams st., where the Moody & Sankey Tabernacle afterward stood, and where stately wholesale houses now tower toward the sky. From that moment the business section of the city was doomed, for the wind blew a perfect gale and every moment added to the heat and fury of the conflagration, which marched steadily on, devouring granite blocks with the same ease as it destroyed wooden shanties. About one o'clock in the morning it had reached and wiped out the Chamber of Commerce building; shortly afterward it had swallowed up the Court House, whose bell tolled to the last minute. Then in one column, it pursued its furious course eastward, laying Hooley's Opera House, the *Times* building, Crosby's fine opera house and many other noble structures in ashes. Then it moved toward the northeast, and then attacked the wholesale district at the foot of Randolph st., carrying away the Central Depot, the ruins of which are still standing. Then it formed a junction with another branch of the main column after the latter had demolished the Sherman House, the Tremont House and other magnificent buildings in its path. Then there was a general onslaught upon the city's center from the left column which laid low all the buildings lying west of La Salle st., including the Oriental and the Mercantile buildings, the Union Bank, the Merchants' Insurance building, where Gen. Sheridan had his headquarters, the Western Union Telegraph office, and the solid and magnificent blocks of commercial houses


FULLERTON AV
NORTH AV
CHICAGO AV
ASHLAND AV
ELIZABETH ST
KINZIE ST
LAKE ST
RANDOLPH ST
WASHINGTON ST
MADISON ST
ADAMS ST
HARRISON ST
12 ST
HALSTED ST
UNION PARK
MASONIC BUILDING
UNION
DESPLAINES
JEFFERSON
CLINTON
CANAL
SOUTH BR.
NORTH BR.
CHICAGO RIVER
STATE ST
BURNED DISTRICT
LAKE MICHIGAN
ORIGIN OF FIRE

THE BURNED DISTRICT.



[Engraved for The Standard Guide Company.]

CHICAGO DAILY NEWS—COMPOSITION AND PRESS ROOMS.

[See "Newspapers."]

that lined La Salle street in those days. By morning there was not one stone upon another in this great business center. The right column of the fire is described as having started from a point near the intersection of Van Buren street and the river, where some wooden buildings were ignited by brands from the West Side. This column had the advantage of a large area of wooden buildings, say, Colbert and Chamberlin, "on which to ration and arm itself for its march of destruction." It gutted the Michigan Southern Depot and the Grand Pacific Hotel, and destroyed other handsome structures in the vicinity. Passing along the Postoffice, the Bigelow House, the Honore block, McVicker's new theatre, the *Tribune* building, Booksellers' Row, Potter Palmer's store, occupied by Field & Leiter, and all the smaller or less conspicuous structures on the road. It branched off and destroyed the handsome residences and churches on Wabash avenue, and was finally stayed in its southward course at Congress street. The fire crossed over to the north division about half-past three in the morning, and among the first buildings to go down was the engine-house of the water works, which, foolishly, had been roofed with pine shingles. The fire was carried here by burning brands which must have traveled a mile and a half in advance of the conflagration. "This was the system," say Colbert and Chamberlain, "by which the North Side was destroyed: Blazing brands and scorching heat sent ahead to kindle many scattering fires, and the grand general conflagration following up and finishing up." The North Side was left a mass of blackened ruins by morning. Only at the lake and the northern limits of the city was the fire stayed. The district burned over was bounded on the north by Fullerton avenue, on the west by Halsted street to Chicago avenue and from that point south on Clinton street, on the south by Twelfth street and on the east by Lake Michigan. The total area burned over was nearly three and a third square miles; number of buildings destroyed, 17,450; persons rendered homeless, 98,500; persons killed, about 200; loss, not including the depreciation of real estate or loss of business, estimated at $190,000,000; recovered by insurance, $44,000,000. One year after the fire many of the best business blocks in the city were rebuilt; five years after the fire the city was handsomer and more prosperous than ever; ten years after the fire nearly all traces of the calamity had disappeared.

Fire of 1874.—The second great fire in Chicago occurred on July 14, 1874. This conflagration swept over a district south of Twelfth street and east of State street, which had escaped the fire of '71. Although eighteen blocks or sixty acres were burned over, and although 600 houses were destroyed and the loss was close to $4,000,000, the calamity was never as deeply regretted as it would have been had the district been a safe one near the heart of the city. The houses were nearly all wooden, and were a continual menace. This district was soon rebuilt in a more substantial manner.

Fire Relics.—The finding of a large mass of molten iron by workmen excavating for the new Masonic temple in 1890 called attention to the fact that there were a number of interesting collections of relics of the great fire in Chicago. The most interesting and ornamental monument of the fire is the "Relic House," well known to North-Siders and Lincoln Park visitors. In 1872, when the "leavings" of the fire could be had for the asking or the trouble of picking them up, a man named Rettig conceived the idea of building a small cottage out of such material as a melted mixture of stone, iron and other metals. The queer structure was built at North Park avenue and Central street. Ten years ago it was removed to its present site near the junction of Clark street and North Park avenue (take North Clark street cable line), Philip Vinter becoming the proprietor. Four years afterwards the "Relic House" passed into the hands of its present owner, William Lindemann, who has added a refreshment parlor to the saloon and made quite a rustic spot out of the relic. The only ruin of the '71 fire which remains standing is on a large vacant lot between Nos. 907 and 915 North Clark street, a few doors north of the "Relic House," on the opposite side of the street. The ruin consists of three sections of red brick wall with stone foundations showing where the chimneys, doors and windows formerly were. The lot is owned by Hugh A. White, a lawyer who lives in Evanston. The Chicago Historical Society has a large collection of fire relics, some from the ruins of the society's building, which was then near the corner of Ontario street and Dearborn avenue, but most of the relics are donations from Maria G. Carr, Mrs. E. E. Atwater, and various business firms who were burnt out. The Historical Society also has the key to the vault-door in the office of the Assistant Treasurer of the United States at Chicago, which was destroyed together with $1,500,000 in currency and the books and vouchers in the office. The key was presented by Henry H. Nash, Cashier. Large oil paintings of General Grant, J. Young Scammon and Miss Sneed (the woman who, Napoleon thought, was the most beautiful in the world), which were saved from the fire, adorn the walls of the society's room. Mrs. Carr's collection is a curious one, among the burned, melted, scorched and twisted things being a bunch of forks, a mass of type, bunch of tacks, pack of cards, a lot of knitting-needles, a spool of thread from Field, Leiter & Co.'s dry-goods house at Madison and Franklin streets, hooks and eyes, a package of buttons, three jew's-harps, thimbles, marbles, a bundle of melted glass, a piece of glass from Bowen Bros., Lake street; an old fashioned clay pipe, china dolls' head, three crucibles, a door bell, penknives, one being found under the site of a pulpit; a package of glass beads from Schweitzer & Beer's store, a bundle of screws, a walking cane without head or ferrule, necks of glass bottles from Jasger's place, and a package of slate pencils from the Western News Company's place. In Mrs. Atwater's collection is a lump of black stuff which was coffee once upon a time, labeled, "Browned too Much," remnants of the stock of a toy house, china dolls and playthings, a bundle of hair-pins, scissors, rosaries without the crucifix, glass beads, and a jet necklace well preserved, a box of charred biscuits from the ruins of Dr. Rice's church, a lot of stained and plain window-glass from various city churches, and a variety of blackened cups and saucers from the ruins of crockery houses.

Farragut Monument, Lincoln Park.—The local G. A. R. Posts are engaged in devising means for the erection of a monument to Admiral Farragut, in Lincoln Park.

Grant Statue, Galena.—H. H. Kohlsaat, of this city, presented the citizens of Galena with a statue of Gen. U. S. Grant, which was unveiled in the presence of a distinguished gathering on January 3, 1891, little Pauline Kohlsaat, daughter of the donor, removing the covering. The oration was delivered by Chauncy Depew, of New York. The statue is of bronze, and represents the old commander standing in a characteristic attitude, with one hand thrust carelessly in his trousers' pocket and the other resting lightly in his vest. It stands on a handsome base in Grant Park. Trains for Galena, General Grant's old home, may be taken at the Northwestern depot, Wells and Kinzie streets.

Foreign Coin, Value of, in United States Money.—The United States Government in 1891 declared the following statement of the value of foreign coin in United States money as official. Foreign visitors in Chicago may exchange their national coin at any of the leading banking houses or money brokers' offices at a small cost for exchange.

Country.	*Standard.*	*Monetary Unit.*	*Value in terms of U. S. gold dollar.*
ARGENTINE REPUBLIC	Gold and Silver	Peso	$0.96.5
AUSTRIA-HUNGARY	Silver	Florin	38.1
BELGIUM	Gold and Silver	Franc	19.3
BOLIVIA	Silver	Boliviano	77.1
BRAZIL	Gold	Milreis	54.6
BRITISH POSSESSIONS, N. A. (except NEWFOUNDLAND)	Gold	Dollar	1.00
CENTRAL AMERICAN STATES— COSTA RICA, GUATEMALA, HONDURAS, NICARAGUA. SALVADOR	Silver	Peso	77.1
CHILI	Gold and Silver	Peso	91.2
CHINA	Silver	Tael— Shanghai Haikwan. (customs)	 1.13.9 1.27
COLOMBIA	Silver	Peso	77.1
CUBA	Gold and Silver	Peso	92.6
DENMARK	Gold	Crown	26.8
ECUADOR	Silver	Sucre	77.1
EGYPT	Gold	Pound (100 piastres)	4.94.3
FINLAND	Gold	Mark	19.3
FRANCE	Gold and Silver	Franc	19.3
GERMAN EMPIRE	Gold	Mark	23.8
GREAT BRITAIN	Gold	Pound Sterlg.	4.86.6½
GREECE	Gold and Silver	Drachma	19.3
HAYTI	Gold and Silver	Gourde	96.5
INDIA	Silver	Rupee	36.6
ITALY	Gold and Silver	Lira	19.3
JAPAN	Gold and Silver	Yen. Gold Yen. Silver	99.7 83.1
LIBERIA	Gold	Dollar	1.00
MEXICO	Silver	Dollar	83.7
NETHERLANDS	Gold and Silver	Florin	40.2
NEWFOUNDLAND	Gold	Dollar	1.01.4
NORWAY	Gold	Crown	26.8
PERU	Silver	Sol	77.1
PORTUGAL	Gold	Milreis	1.08
RUSSIA	Silver	Ruble	61.7
SPAIN	Gold and Silver	Peseta	19.3
SWEDEN	Gold	Crown	26.8
SWITZERLAND	Gold and Silver	Franc	19.3
TRIPOLI	Silver	Mahbub of 20 piastres	69.5
TURKEY	Gold	Piastre	4.4
VENEZUELA	Silver	Bolivar	15.4

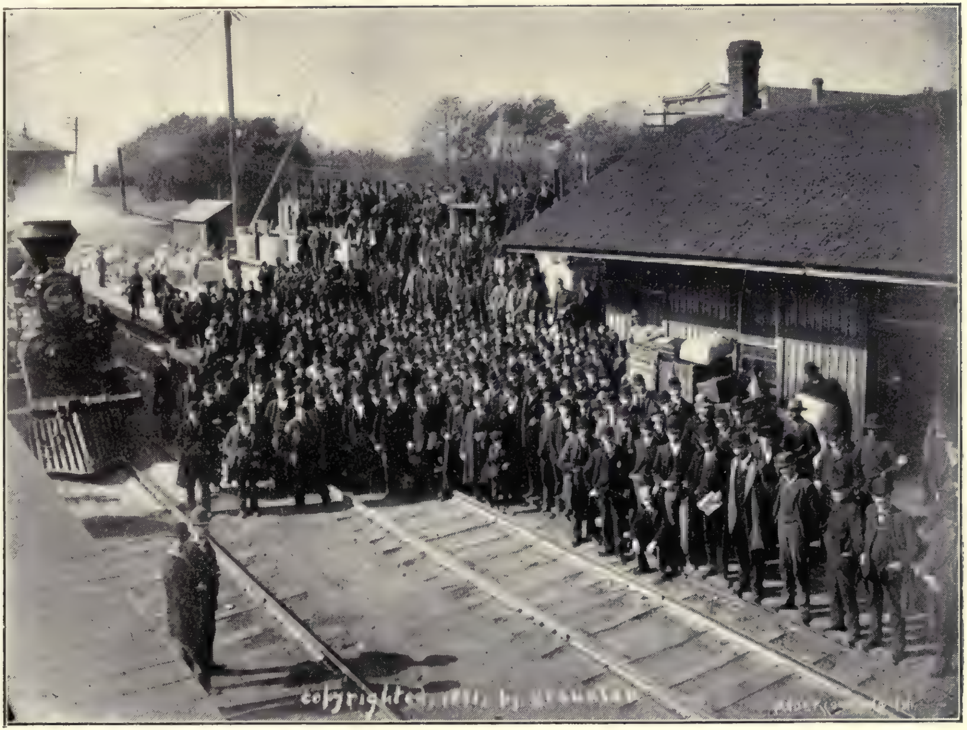
Fort Dearborn.—The site of Fort Dearborn [see "Chicago As It Was"], is now covered by a wholesale grocery house, at the corner of Michigan ave-

Goose Island.—Located on the North branch of the Chicago river and covered with immense manufactories, lumber yards, etc., and surrounded by docks. It is becoming one of the most valuable centers in Chicago. An effort has been made to change the name from Goose to Ogden Island, but this was defeated and the historic appellation retained. It derives it name from its shape which resembles the body of a goose.

Drake Fountain.—To occupy space between the City Hall and Court House buildings, Washington street frontage. Presented to the city by Mr. John .B Drake. It is to be Gothic in style, and will be composed of granite from Bavino, Italy. The base is sixteen feet square, length thirty-five feet. The design includes a pedestal, on the front of which will be placed a bronze statue of Christopher Columbus, seven feet high, which is to be cast in the royal foundry at Rome. The statue will be the work of the celebrated sculptor, R. H. Park. From a clay model it is learned that Mr. Park has represented his subject as a student rather than as a navigator, standing in an easy pose, the weight of the body resting on the right leg, the head thrown forward and the eyes regarding a small terrestrial globe which the figure holds in the left hand, the right holding a pair of compasses and resting on the hip in such a manner as to draw the folds of the tunic backwards, and show the form to better advantage.

In modeling the features Mr. Park has consulted reproductions of all the alleged portraits of Columbus, but has relied more upon descriptions of him quoted from various sources and in Traducci's "Life of Columbus" for the character expressed. The fountain is to be provided with an ice chamber capable of holding two tons of ice, and is to be surrounded with a water pipe containing ten faucets, each supplied with a bronze cup. The entire cost will be $15,000. Mr. Drake's generous gift to the city is to be ready for public use in 1892, and it will thus be happily commemorative of the 400th anniversary of the discovery of America by Columbus.

Free Kindergartens. — All Souls' Kindergarten, 3939 Langley ave.; Armour Mission Kindergarten, 33d st. and Armour ave.; Bethesda Mission Kindergarten, 409 S.Clark; Bohemian Mission Kindergarten, 711 Loomis st.; Borland Kindergarten, Horace Mann School, cor. 37th st. and Portland ave.; Brennan Public School Kindergarten, Brighton Public School Kindergarten, Drexel Kindergarten, Raymond School, Friederich Froebel Kindergarten, cor. 12th and Halsted sts.; Hancock Public School Kindergarten, Herford Kindergarten, (Morning), 405 22d st.; Hull House Kindergarten, 335 South Halsted st.; Immanuel Baptist Church Kindergarten, 2306 State st.; Italian Kindergarten, 505 S. Clark st.; Kate C. Richardson's Memorial Kindergarten, Memorial Baptist Church, Oakland Boulevard, near Cottage Grove ave.; Kindergarten, 171 Division st.; King's Daughters' Kindergarten, 5304 Jefferson ave.; Kinzie Public School Kindergarten, Peck Public School Kindergarten (Afternoon), Porter Memorial Kindergarten, cor. 12th st. and Ashland ave.; Raymond Mission Kindergarten, cor. 30th and Poplar sts.; Sedgwick St. Chapel Kindergarten, 388 Sedgwick st.; St. Pius Convent Kindergarten, cor. Ashland ave. and 20th st.; St. Pius Monastery Kindergarten, cor. 19th and Paulina sts.; Talcott Day Nursery Kinder-



[Engraved for The Standard Guide Company."]

THE KEELEY INSTITUTE—WAITING FOR THE TRAIN AT DWIGHT.

[See "Keeley Institute."]

garten No. 1, 169 W. Adams st.; Talcott Day Nursery Kindergarten No. 2, 581 Austin ave.; The Creche Kindergarten, cor. 24th st. and Wabash ave.; The Borden Kindergarten, 517 and 519 Milwaukee ave.; Unity Industrial School Kindergarten, 80 Elm st.

Grant Statue, Lincoln Park.—Situated on the North Shore Drive, Lincoln Park. Take the North Clark St. or Wells St. cable line. A magnificent monument to the memory of the great general of the Civil War. The sculpter was Louis T. Rebisso, an exile from his native land for the part he took in striving to establish a republic in Italy. Whilst the signs of public mourning were still visible in Chicago there was a spontaneous movement for the erection of a monument to General Grant. To suggest was to act; to act was to execute. Within a year the requisite fund was subscribed, and an award of $200 made to Rebisso of Cincinnati for presenting the most acceptable design. The result is before the public in the unique equestrian group unveiled amid the impressive ceremonies of October 7, 1891. There have been many attempts in sculpture to image General Grant, but we can recall none more successful than Mr. Rebisso's. The physical proportions of the mejestic figure are as faultless as the facial expression. Grant was about five feet seven inches high, with a well-knit frame, the image of conscious strength and matchless endurance. He had a square and spacious forehead, a strong lower jaw and firm-set lips. His hair and whiskers were always worn short. His habitual expression indicated repose and firmness, without assumption or severity. No more imposing and successful specimen of monumental art graces any city in the United States. The view of it presented in THE STANDARD GUIDE is a pleasing one. The general is in full uniform, mounted and in the attitude of critical inspection. Grasping a field-glass in his right hand, he rests it in an easy and wholly unstudied manner upon his right thigh, as after having taken a careful survey of the field. The pose of the human figure suggests a concentration of thought, and the confidence begot of self-reliance. Apparently he is observing the execution of an order in some movement of the troops. Both horse and rider are in a state of vigilant yet firm repose. With the single exception of President Lincoln's, no face and figure are more familiar to the American people than General Grant's. The colossal bronze statue at the park measures eighteen feet three inches in height from the bottom of the plinth to the highest point. It is the largest bronze casting ever attempted in this country. The dedication occurred on the afternoon of October 7, at two o'clock. The ceremonies were most impressive, and was witnessed by no fewer than 100,000 persons. The ceremonies were intrusted to a committee composed of the Hon. Jesse Spalding, chairman; Col. A. C. Ducat, invitations; Col. Freeman Connor, Grand Army; Capt. D. H. Gile, National Guard; Maj. G. H. Heafford, transportation; Capt. J. T. McAuly, secretary; Col. M. D. Briggs, civic societies. The military and civic parade was the largest and grandest ever witnessed on this continent.

Great Clocks of the City.—In the old days before the building was destroyed everybody's time was regulated by the Court House bell, and it is said that for some time after the fire there were no two watches or clocks in town that agreed. It is only within the last few years that public time pieces have appeared. People down town in the vicinity of the Custom House consult the clock in the Board of Trade tower and the Custom House clock. The largest clock in the city is that in the tower of the new Grand Central Depot Harrison st. and Fifth ave. There are also great clocks at the North-Western and Rock Island. The Central Music Hall has a fine clock, so has the *Inter Ocean* building, the Tobey Furniture Company building, McAvoy's Brewery, the North Division railroad office, and the Jesuit Church on Twelfth st. The Manasse chronometer in the *Tribune* building is consulted more than any in the city, but there are innumerable clocks regulated by electricity throughout the city now. These are operated from the Western Union telegraph office.

Hardware.—There are 300 retail hardware and cutlery stores in Chicago.

Haymarket Massacre.—Night of May 4, 1886. Take West Randolph street car and alight at the Police Monument. The title is a misnomer. The tragedy recalled to mind by the name in reality occurred on Desplaines st., between the Haymarket and the alley which runs east from Desplaines st., south of Crane Brothers' manufacturing establishment. The wagon from which the anarchist speakers addressed the mob stood directly in front of Crane Brothers' steps, about eight feet north of this alley. The bomb was thrown from the mouth of the alley and exploded between the second and third companies of policemen, as the six companies were halting close to the wagon. The bomb thrower unquestionably made his escape through the alley, which connects with another opening on Randolph st., east of the Haymarket. Seven policemen were killed outright, or died shortly afterward of their wounds, as a result of the explosion. A large number of policemen were badly and permanently injured. How many of those in the mob were killed or died afterward of the injuries they received in the police fusillade which followed the explosion has never been known, for their bodies were quietly buried and their wounds concealed by their friends whenever possible. The arrest of the leaders, Fielden, Spies, Engel, Lingg, Neebe, Schwab, Fischer, the searching of the *Arbeiter Zeitung* office, on the east side of Fifth av., near Washington st., and the discovery there of a vast supply of dynamite, arms, bombs and infernal machines; the discovery of bombs in different parts of the city, under sidewalks, in lumber yards and at the homes of the anarchists; the sensational surrender of Parsons, who had taken flight on the night of the massacre; the long trial, the speeches, the sentence, the appeal; the refusal of the Supreme Court of the United States to interfere; the efforts made to have the death sentence commuted; the day of execution, the 11th of November, 1887; the shocking suicide of the "tiger anarchist," Lingg, in his cell at the jail; the hanging of Parsons, Spies, Engel and Fischer, the commutation of the death sentences of Fielden and Schwab to life imprisonment, all contributed toward the popular excitement which followed the fatal 4th of May and continued until the gallows and the prison had performed the parts assigned them by the law. The executed anarchists are buried at Waldheim Cemetery. [See "Waldheim Cemetery."] The cell in which Lingg committed suicide is directly in front of the "cage" in the county jail. The other anarchists occupied cells in the same row. [See County Jail.] The police monument at the intersection of Randolph and Desplaines sts. (Haymarket Square) was erected by the citizens of Chicago in honor of the brave officers who risked or sacrificed their lives in defense of the law, and in commemoration of the death of anarchy in this city.

Haymarket Square.—That portion of W. Randolph st. between Desplaines and Halsted sts., West Side. Take Randolph st. cars. Near the east end of the square for many years stood the West Side Market House, a part of which wasoccupied as a police station. The square is now entirely open, the police monument which stands at the intersection of Randolph and Desplaines sts. being the only obstruction in the broad thoroughfare. To the north of the monument, on Desplaines st., the bomb was thrown on the night of May 4, 1886. [See Haymarket Massacre.]

Hell Gate Crossing.—By far the most dangerous street intersection in Chicago is at Randolph and LaSalle, where all cars of the North and West Side cable systems pass, two of the tracks curving around corners and the ringing of bells by the gripmen making a din bewildering to pedestrians.

Hirsch Monument.—Erected by Sinai Congregation in honor of the late Dr. Samuel Hirsch, at Rose Hill Cemetery. The monument is a plain marble shaft. It bears the following inscription: "Erected by Chicago Sinai congregation, the first to adopt without compromise or hesitation the principles he taught, and consecrated to the memory of Dr. Samuel Hirsch. Born in Thalfangen, Prussia, June 8, 1815, he died in Chicago May 14, '89. For fifty years of active life as rabbi, both in Europe and the United States, he was the most fearless and consistent champion of enlightened, liberal Judaism, and by words of mouth and pen never tired of holding its tenets as fundamentally the doctrine destined to be the religion of humanity, looking neither to the right nor to the left, but confident of the invincible power of truth. Those who now lag behind will follow, and those who now oppose will endorse our movement."

Illinois Central General Passenger Depot.—New depot of the Illinois Central Railway will consist of a train-shed, 600 feet long by over 150 feet wide. It will, of course, contain ticket offices, waiting-rooms, restaurant annexes, etc., all fitted up in the most modern style.

Immediately skirting the lake, extending southward from Park Row, over Twelfth st. very nearly to Thirteenth, it will be made in beauty of design and vastness of proportions one of the most striking architectural features of Chicago viewed from the lake.

For a long time the Illinois Central people have been anxious to build a new depot. In common with the citizens at large they recognized the building of such as an absolute necessity. Several insuperable obstacles intervened, however, to prevent the realization of their desires as at first projected.

The property at the foot of Randolph street on which the depot stands at present is owned jointly by the Illinois Central and Michigan Central Railroad Companies. Both corporations were of one mind as to the necessity of a new depot. They differed, however, when it came to the disposition of the depot when built. The Michigan Central Company wished to exclude all rival companies — the Illinois Central, of course, excepted — from the use of thenew depot. The Illinois Central took a position directly opposite, and desired to place the new station at the disposal of any company wishing to use it. As agreement, as far as regarded the jointly-owned site, was practically impossible, the Illinois Central Company resolved to build where it would have sole and undisputed ownership and control

Indebtedness of Chicago. —The assessed valuation for taxation of property of all kinds in the State of Illinois is probably lower in proportion to its actual, or selling, value than in any other State in the Union. Comparison shows the aggregate of the assessed valuation for taxation of the street railways of Chicago, of the national banks and of all the real estate in the city of Chicago transferred during the three months ended April 30, 1891 (where the consideration was $1,000 or over), to be only $7,336,779, as against an actual selling value of $94,972,626, obtained by adding the last bid prices on the Chicago Stock Exchange for stocks of the banks and stocks and bonds of the street railways, and the consideration expressed in deeds; that is, the assessed valuation is only about one-fourteenth of the actual selling value.

This low assessed valuation of property in Chicago is further shown when we compare the population and assessed valuation of the six leading cities of the United States:

City.	Pop. U. S. Census 1890.	City.	Pop. U. S. Census 1890.
New York	1,515,301	Brooklyn	806,343
Chicago	1,099,850	St. Louis	451,770
Philadelphia	1,046,964	Boston	448,477

CITY.	Assessed Valuation.	Net Debt.	Debt per capita.	Ass'ed value per capita.
New York	$1,696,978,390	$98,663,073	$65	$1,120
Chicago	219,354,368	13,554,900	12	199
Philadelphia	713,902,842	23,692,576	22	682
Brooklyn	452,874,[illegible]51	34,639,542	42	562
St. Louis	245,088,770	21,825,114	47	543
Boston	76[illegible],353,648	28,321,788	63	1,707

It will be noted that, notwithstanding the very low assessed valuation of property in Chicago, the total debt of Chicago per capita is less than a fifth of the debt per capita of either New York or Boston and is the lowest per capita of any of the six cities named.

Inter-State Exposition.—Occupied an immense building on the Lake Front, from 1875 to 1892, when the structure was torn down to make room for the permanent Art gallery. Expositions were given annually which attracted thousands of strangers, and for a time were quite popular with residents. Fat stock shows, etc., were also held here. Some of the greatest political conventions [See National Political Conventions] ever assembled in this country were held here. The building in its later days became an eye-sore to the public.

J. V. Farwell Company.—The great dry goods house of J. V. Farwell & Co., one of the largest in the world, and doing a business of over $40,000 000 per annum, was incorporated as a stock company on December 13, 1890. The board of directors are: C. B. Farwell, J. K. Harmon, J. V. Farwell, Jr., J. T. Chumasero, F. P. Potter, J. E. Downs and S. Farwell. The officers are: C. B. Farwell, president; J. K. Harmon, vice-president; J. V. Farwell, Jr., treasurer; J. T. Chumasero, secretary.

Kenwood Physical Observatory.—One of the best equipped astronomical stations in the country. Dedicated 1892. The observatory is located at Grand avenue and Forty-sixth street, and is the gift of W. E. Hale, of the Hale Elevator Company, to his son, George E. Hale, recently graduated from college. Young Mr. Hale has been a devoted student of astronomical science for several years, and his enthusiasm so interested his father that the latter determined to build an observatory which could justly be so called.

The observatory is unique as being the first private investment of the kind in the city. The building and telescope represent an outlay of about $20,000. The building is a finely decorated structure of two stories. A revolving dome surmounts the whole and electric lights from special dynamos furnish illumination. The telescope is a twelve-inch refracting equatorial. It was built especially to carry the spectroscope. The total length of the instrument is 22½ feet. The rotating dome is 26½ feet in diameter. The telescope was built by Warner & Swasey, of Cleveland, O. The spectroscope was manufactured by J. A. Brashear, of Allegheny City, Pa.

Kosciusko Monument.—Projected by the Kosciusko Monument Association, which proposes to erect a $25,000 statue to the Polish patriot at Humboldt park.

Labor Temple.—Plans have been drawn for the construction of a great Labor Temple in this city to cost $500,000. It is to cover 150x150 feet in area, and from twelve to fifteen stories high. The plans at present are to have the first floor devoted to stores, the second to a large hall; the four upper stories to a hotel, and the remainder to lodge rooms and offices for headquarters of the various unions. The matter is in the hands of the Building and improvement Company of which the following are officers: Homer Cooke, president; Wallis K. Cook, vice-president; E. J. Blessington, secretary; J. E. Buckbee, assistant secretary; Chas. S. Simmons, treasurer; D. R. W., Williams, general agent.

Logan Statue.—To be erected to the memory of the late General and Senator, John A. Logan. Soon after the death of Gen. Logan, in 1887, the Illinois Legislature passed an act appropriating $50,000 for a monument of John A. Logan and for the appointment of commissioners therefor. The monument was to be erected "at such point in the City of Chicago or elsewhere in the State of Illinois as may be selected by his widow," and the commissioners were authorized and empowered to receive proposals and to contract for the completion of such monument and to receive subscriptions therefor. It was further provided, that if the place selected for the monument should be a public park, the commissioners in charge of such park should be "authorized, empowered, and directed to place the monument upon a site so selected by said widow, and to provide that such monument shall be made the permanent resting place of the remains of said John A. Logan and of his widow after her death." When the bill was passed in 1887 it was the intention to erect the monument some place in the South Parks. The commissioners, or a majority of them, expressed an intention to erect the pedestal, and it was proposed to enlarge the appropriation for the monument by popular subscription; by subscription among the veteran soldiers and among the friends and admirers of the dead soldier-statesman. But, as time passed on, there were no subscriptions from any source, and the promoters of the project came to the conclusion that the $50,000 appropriated by the State would be the only available fund. The commissioners appointed under the act for the erection of the monument were Henry W. Blodgett, W. C. Goudy, Robert T. Lincoln, John M. Palmer, Milton Hay, Richard S. Tuthill, William H, Harper, Melville W. Fuller, John R. Walsh Oliver A. Harker, William S. Morris. and George W. Smith. It is understood that the original purpose to make the monument "the permamanent resting place of Gen. Logan and of his widow after her death" has been abandoned. The statue will be erected before the opening of the World's Fair.

Market Squares.—There have been no public market houses in Chicago for a number of years, but back in the early days of the city one stood in each of the three divisions. The South Side market was on State st., between Randolph and South Water sts.; the West Side market was on Haymarket square, and the North Side market was on Michigan st., where the Criminal Court building and jail now stand. The Haymarket massacre occurred near the site of the West Side market. Mayor Wentworth piled all the overhanging signs, which he tore down during his second administration, on the South Side site, and Stephen A. Douglas was mobbed on the North Side site. Police stations were located in each of these market houses, and the upper floors were used as town or public halls.

Mayors of Chicago.—Following is a list of the mayors of Chicago from the incorporation of the city to the present time: William B. Ogden, Buckner S. Morris, Benjamin W. Raymond, Alexander Loyd, Francis C. Sherman, Augustus Garrett, Alson S. Sherman, John Putnam Chapin, James Curtiss, James H. Wordworth, Walter S. Gurnee, Charles M. Gray, Isaac L. Milliken, Levi D. Boone, Thomas Dyer, John Wentworth, John C. Haines, Julian S. Rumsay, John B. Rice, Roswell B. Mason, Joseph Medill, Harvey D. Colvin, Monroe Heath, Carter H. Harrison, John A. Roche, DeWitt C. Cregier, Hempstead Washburne.

Meat Markets.—There are 1,400 retail meat markets in Chicago.

Michigan Avenue.—Formerly a residence street along the Lake Park, has changed materially within a few years. It is now Michigan blvd. It will probably become the great hotel avenue of the city. At present some of the grandest structures in Chicago are located along its west side. At Adams st. is the Brunswick, and on the opposite corner is the Pullman building, which is more or less of a hotel. On the northeast corner of Jackson street is located the Argyle apartment building, which is really a large family hotel. North of it, on the ground owned by the Jennings estate, and occupied by Leroy Payne's stables, there will be a hotel. On the southwest corner is the Leland, and then the Richelieu. Next comes the Beaurivage, which has been remodeled into a hotel by the owner, L. J. McCormick, who will call it the Victoria. These three hotels occupy the entire block between Jackson and Van Buren sts. At the northeast corner of Congress st. is the greatest of all, the Auditorium. Within three or four years the Auditorium Hotel Company will acquire possession of the Studebaker building, which adjoins it on the north, and which will be re arranged so as to be suitable for hotel purposes. Between Harrison and Twelfth sts. there are several large apartment buildings which answer the same purpose as family hotels. At Park Row and Twelfth st. is the site selected for the new hotel, which will rival the Auditorium. Along the avenue south of Fourteenth to Twentieth st. are a number of apartment houses which can be classed as family hotels. At Twenty-first st. a big hotel, to be known as the "Fairbanks'," will be built. The Batchelder interests will build at Twenty-second st., and at Twenty-third st. the magnificent Hotel Metropole is being builded. There will be at the southeast corner of Thirty-fifth st. a large apartment building. These different enterprises are gradually changing Michigan ave. from a thoroughfare of fine residences to a semi-business st., which has no parallel in Chicago.

Milk Supply of Chicago.—R. M. Littler, secretary of the Chicago Produce Exchange, and also of the National Dairyman's Association, has complied figures showing something of the extent of the milk traffic of this city (pas year 1891). Chicago's dairy farm is a large one, extending away into the southern edge of Wisconsin, and west and south a distance of more than one hundred miles. The milk is collected daily from individual farmers and rapidly forwarded to the city on fast express trains, many of which are engaged solely in this business, making the long distance named in three hours, arriving here in early morning. The milk is carried in cans of eight gallons each, and about 12,000 cans arrive daily at the several depots, chiefly on the West Side. The 100,000 gallons of milk received every morning represent a wholesale price of 14 cents per gallon, or a daily milk bill of $14,000, making a yearly total of rather more than $5,000,000. Of course the sum finally paid by 1,200,000 consumers at the retail price asked is much larger than the above—perhaps double. Taking as an average daily yield two gallons for each cow it will be seen that in order to keep the city supplied 50,000 cows are on duty each day. From official returns of other cities in this country it appears that Chicago uses more milk per capita than the large centers in the East. This is largely due to the fact that here there is relatively little condensed milk consumed. In many of the chief cities and towns of the Eastern States, where pastorage and hard feed represent greater expense to the dairyman, there is a large consumption of condensed milk. This is produced in the Elgin and other domestic dairy districts, and also Switzerland, France and Germany.

Monuments.—The monuments of Chicago are Douglas Monument, in Douglas Monument Park. Take Illinois Central train for Thirty-fifth st.; the Lincoln, Grant, La Salle, Shakespeare, Schiller, Von Linne, and Indian Monuments in Lincoln Park [see Lincoln Park]; the Police Monument, in Haymarket Square; take Randolph st. car; the Soldiers' Monument, at Rose Hill Cemetery [see Rose Hill Cemetery] and the Mulligan Monument at Calvary. [See Calvary Cemetery.] A monument to the late Judge Knickerbocker is contemplated for South Park; Leonard Volk, sculptor. Lincoln Park is to have a monument erected to the memory of Admiral David G. Farragut. Victor Hugo in bronze will likely grace the entrance to the French building during the World's Fair. A statue of Hans Christian Anderson is also contemplated, a society having been organized for the purpose of erecting it. A statue of William B. Ogden, Chicago's first mayor, is to be erected south of the intersection of North Clark and Wells sts., opposite Lincoln Park. The Netherlanders of the city have in contemplation the erection of a statue of William, Prince of Orange. The prominent Irish societies of the city will erect a statue of Daniel O'Connell. A statue of Columbus will surmount the Drake Fountain in front of the City Hall. [See Drake Fountain.] A $50,000 statue of the late Gen. John A. Logan, by St. Gaudens, at the entrance to Jackson Park at Sixty-third st. Charles T. Yerkes has provided for a statue of the late Gen. Philip H. Sheridan, to be erected in Union Park, West Side. The monuments at present in position, and those in the cemeteries are mentioned under appropriate headings in the Encyclopedia.

New Patrol Wagon and Ambulance.—This new ambulance has a handsome top in black, the panels of the body of the wagon being in red and blue and with the lettering "Patrol—Police Department." The stretcher, on the inside, for the patient, is suspended from straps, with a spiral spring at the end of each at the corners of the wagon. This arrangement prevents any rough motion of the stretcher or bed from the jolting of the wagon or any sudden swaying in any direction.

The intention is said to be to have covers placed on all the patrol wagons of the department, and convert at least those attached to the principle stations into ambulance vehicles also. The general feeling is that the wagons ought to be covered long ago. The matrons of the stations often have to ride long distances in patrol wagons with women in their charge, and such a ride on an open wagon in a winter's storm or the blazing heat of summer is considered a hardship. Then it is considered proper that men and women, whether criminals or drunkards, or sick or maimed or dead, should not be driven through the streets exposed to the weather and the public gaze.

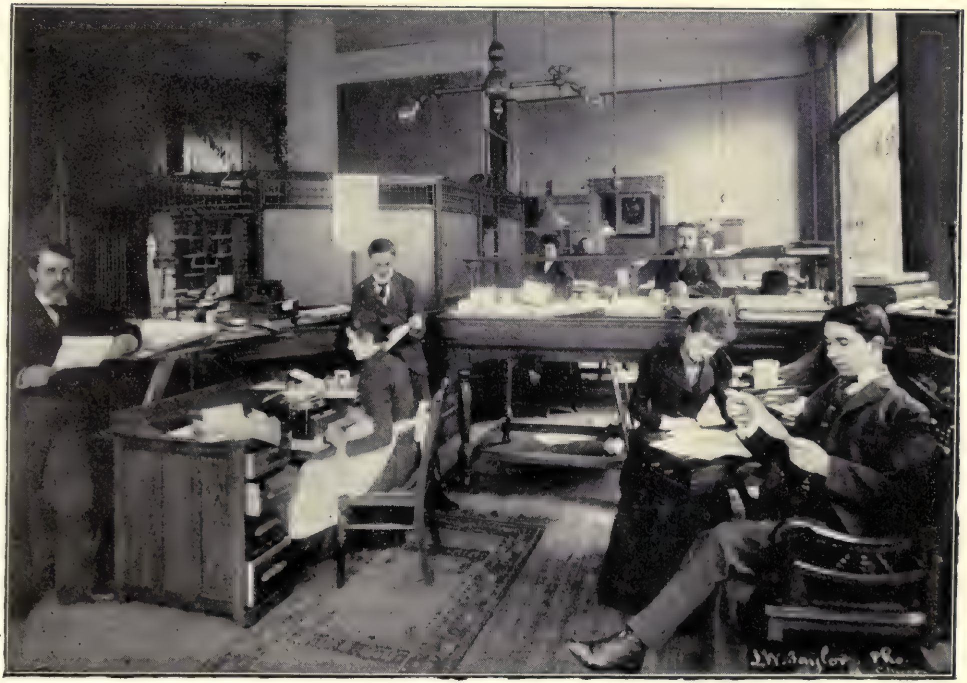
New Water Tunnels.—Chicago has well under way three tunnels through which the future water supply is to come. They are what are known as the Lake View tunnel, the North Shore Inlet Extension, and the tunnel which starts from the Lake Front, near Park Row. When all are finished Chicago will have an unrivaled water supply.

Ogden Statue—The projected statue to the late William B. Ogden, first mayor of Chicago, will be erected on the park front, just south of the intersection of North Clark and Wells Streets. This intersection is to be known hereafter as Ogden Place. The heirs of the Ogden estate are to provide the statue. No definite plans had been agreed upon up to this writing.

Revenge Circular.—The following is the full text of the circular issued by the anarchists of Chicago, after the suppression by the police of the riot on "the Black Road." [See "Black Road."] It was written by Adolph Spies afterwards executed for his part in the Haymarket massacre.

"Revenge! Workingmen to Arms! Your masters sent out their bloodhounds, the police. They killed six of your brothers at McCormick's this afternoon. They killed the poor wretches because they had the courage to disobey the suprem will of your bosses; they killed them because they dared to ask for the shortening of the hours of toil; they killed them to show you, free American citizens, that you must be satisfied and contented with whatever your bosses condescend to allow you, or you will get killed. You have for years suffered unmeasurable iniquities: you have worked yourself to death; you have endured the pangs of want and hunger; your children you have sacrificed to the factory lords—in fact you have been miserable and obedient slaves all these years. Why? To satisfy the insatiable greed, to fill the coffers of your lazy, thieving masters. When you ask them now to lessen the burden they send their bloodhounds out to shoot you—kill you. If you are men, if you are the sons of your grandsires who have shed their blood to free you, then you will rise in your might, Hercules, and destroy the hideous monster that seeks to destroy you. To arms! We call you to arms! "YOUR BROTHERS."

Riot of '77.—Outgrowth of the great railroad strike throughout the entire eastern portion of the United States, particularly in Pennsylvania. Principal scenes of trouble in Chicago: South Halsted street from viaduct


L.W. Baylor, Pho.

[Engraved for The Standard Guide Company.]
BUSINESS OFFICE, NEW YORK MUTUAL LIFE INSURANCE CO., TACOMA BLDG
[Charles H. Ferguson, Agent.]

to the Stock Yards; railroad tracks at Sixteenth street; W. Twelfth Street Turner Hall and the entire southwestern portion of the city. The riot threatened serious consequences for some days, but was finally quelled by the arrival of United States troops from the plains

"Rookery."—After the great fire of 1871 the municipality erected for temporary use a two-story brick building on the half block bounded by LaSalle, Adams and Quincy streets, and the alley between LaSalle and Clark streets and called it the City Hall. It was also occupied by the Courts. The structure was put up in great haste and without regard to architectural beauty. It is stated that pigeons used to flock to the building, induced thither by a glass roof which surmounted a disused water tank which occupied the center of the structure and by the oats which fell from the feed-bags which the fire marshals used for their horses on the Quincy street side. The story goes that one day a gentleman marched into Mayor Medill's office to complain of the pigeon nuisance and spoke of the building as a "rookery." Whether this was the real origin of the term or not, the newspaper reporters got into the habit of calling the building the "rookery," and it was generally understood that they alluded to the dilapidated condition of the structure, which from the day it was finished began to fall to pieces. At any rate the name clung to it as long as the building stood, and when the present magnificent structure took its place its owners decided to retain it. [See Rookery Building.]

Shakespeare Statue, Lincoln Park.—Take the North Clark or Wells street cable lines. The site is near the Indian group. O. W. Partridge, sculptor. The design was chosen by Mr. J. DeKoven, one of the trustees of the fund left by Mr. Samuel Johnson for the erection of the monument.

Mr. Partridge, the artist who executed the statue, has made a careful study of the death-mask of the great dramatist, consulted many able Shakesperian students, and spent some time at Stratford-on-Avon in order to prepare himself for the work of reconstructing the portrait of a man whose genius is sufficiently overawing to make any artist hesitate before undertaking the task of clothing it in the outward form which is to represent it. The conception of Mr. Partridge is not the haughty actor or the solemn philosopher, pondering on the frailty of humanity, but the smiling poet and observer of mankind. The pose of the figure is graceful, as far as may be judged from the photograph, and the costume and accessories seem to be in keeping. The chair on which the figure is seated has a suggestion of heaviness about it, but this is undoubtedly made necessary by the weight which it must support.

Sheridan Road.—A beautiful driveway that skirts the North shore, between Lincoln Park and Fort Sheridan. This drive was projected as a common roadway, but the probable work in future improvements, as the country along the North shore developes, is practically immeasurable. The drive is at present about twenty-four miles in length, ranging in quality from first-class asphalt pavement to a plain country road. The total cost of work completed is about $500,000. This covers only the work done north of Lincoln Park, and includes the work done on the six miles north of Edgewater. The work has been carried on by private and municipal enterprise. The character of the work, of course, varies with the present development of the country. For this reason the southern part of the work is superior to the work done in the northern half of the road. Through the villages along the shore old-established streets are made an integral part of the road. The return drive through Evanston, South Evanston and Rodgers Park is by no means an unimportant part of this north-shore improvement. The section of this drive in South Evanston has been set apart as a boulevard and the work of improvement of the same will cost about $70,000. For a distance of one and one-half miles this drive is to be paved with cedar blocks, curbed, and lined with elm trees. The work of construction, particularly on the northern part of the road, has been much more difficult than that of ordinary boulevarding around Chicago. Instead of a smooth and uniformly level street, the road winds around the sides of ravines and runs over hills and down declines of from 50 to 100 feet. The road when finished will be turned over to the commissioners of the various town and village authorities The construction is in charge of the Sheridan Road Association, of which Mr. Alexander Clark, of South Evanston, one of the originators of the scheme of improvement, is secretary.

Sheridan Statue.—To be erected to the memory of Gen. P. H. Sheridan at Union Park, West Side, at the personal cost of Mr. Charles T. Yerkes. No expense, it is understood, will be spared in making this one of the handsomest monuments of the city and in producing the most accurate likeness of "Little Phil" in existence.

State Central Committees.—The composition of the State Central Committees of Illinois is as follows: REPUBLICAN.—Headquarters, Grand Pacific Hotel, Chicago. Chairman, A. M. Jones; secretary, C. A. Partridge; treasurer, George Schneider. Members at large. A. M. Jones, Chicago; E. H. Morris, Chicago. Members: 1st District, Pliny B. Smith, Chicago; 2d, G. J. Chott, Chicago; 3d, Henry L. Hertz, Chicago; 4th. E. S. Conway, Oak Park; 5th, W. S. Frazier, Aurora; 6th, George S. Roper, Rockford; 7th, Thomas Diller, Sterling; 8th, Thomas C. Fullerton, Ottawa; 9th, Dr. E. A. Wilcox, Minonk; 10th, Isaac C. Edwards, Peoria; 11th, Peyton Roberts, Monmouth; 12th, U. H. Keath, Quincy; 13th, C. R. Paul, Springfield; 14th, E. D. B inn, Lincoln; 15th, James H. Clark, Mattoon; 16th, A. H. Jones, Robinson; 17th, H. J. Hamlin, Shelbyville; 18th, H. Brueggeman, Alton; 19th, James S. Martin, Salem; 20th, W. C. S. Rhea, Marion. DEMOCRATIC.—Headquarters, Sherman House, Chicago. Chairman, Delos P. Phelps; secretary, Theo. Nelson; treasurer, W. B Brinton. Members at large: J. H. Baker, Sullivan; D. P. Phelps, Monmouth; S. B. Chase, Chicago; J. C. Strain, Chicago; Andrew Welsh, Aurora; J. R. Creighton, Fairfield; C. D. Hoiles, Greenville. Members: 1st District, Thomas Gahan, Chicago; 2d, Joseph P. Mahoney, Chicago; 3d, W. F. Mahoney, Chicago; 4th, Fred Greisheimer, Chicago; 5th, Denis J. Hogan, Geneva; 6th, W. O. Wright, Freeport 7th, C. C. Johnson, Sterling; 8th, P. C. Haly, Joliet; 9th, D. C. Taylor, Kankakee; 10th, S. Y. Thornton, Canton; 11th, J. W. Potter, Rock Island; 12th W. H. Hinrichsen, Jacksonville; 13th, J. D. Wright, Petersburg; 14th, Theodore Nelson, Decatur; 15th, W. B. Brinton, Tuscola; 16th, John Landrigan, Albion; 17th, J. W. Lumpkin, Carlinville; 18th, Timothy Gruaz, Highland; 19th, Walter Watson, Mount Vernon; 20th, R. E. Sprigg, Chester. PROHIBITION.—Headquarters, Rockford. Chairman, John W. Hart; secretary, James Lamont; treasurer, J. B. Hobbs. Members: 1st District, Rev. H. S. Taylor, Englewood; Rev. J. C. Stoughton, Chicago; 2d, J. P. Bishop, Chicago, Nillis Johnson, Chicago; 3d, Mrs. L. S. Rounds, A. E. Wilson, Chicago; 4th, Miss H. L. Hood, J. B. Hobbs, Chicago; 5th, M. H. Daley, DeKalb, J. N. Wheeler, Geneva; 6th, John W. Hart, Rockford; 7th, D. E. Holmes, Galva, F. E. Andrews, Sterling; 8th: M, E. Cornell, Yorkville; 9th, E. E. Day, Kankakee, W. H. Boles, Eureka; 10th, Dan'l R. Sheen, Peoria, Rev. J. G. Evans, Abingdon; 11th, J. R. Hanna, Monmouth, L. F. Gumbart, Macomb; 12th, J. L. B. Ellis, Griggsville, H. S. Wells, Quincy; 13th, R. H. Patton, Springfield; 14th, A, F. Smith, Decatur, D. H. Harts, Lincoln; 15th, C. V. Guy, Danville, Geo. W. Gere, Champaign; 16th, Hale Johnson, Newton, G. B. Murray, Olney; 17th, L. F. Stoddard, Ramsey, H. B. Kepley, Effingham; 18th; Jas. A. Watts, Nashville, A. J. Meek, Marissa; 19th, A. M. Sterman, Dahlgren, John Lund, McLeansboro; 20th, J. F. McCartney, Metropolis, M. A. Smith, Vienna.

Subterranean Theater—The Hardy Subterranean Scenery Company was incorporated recently with a capital of $300,000. This company proposes to build a subterranean theater the plans of which contemplate a work of such magnitude and novelty that they have been received with doubt and ridicule. However, the projectors insist that they will be carried out. These plans include the erection of a large building above the mouth of a shaft which will penetrate the earth from six hundred to a thousand feet, showing coal mines and weird subterranean caverns below. As the whole matter is in its infancy, a description of it would be out of place here.

Telegraph Service.—The Western Union Telegraph (main) office is located on the southwest corner of Washington and La Salle sts. There are branch offices in nearly all the leading hotels and in drug stores, etc., throughout the city. The Postal Telegraph (main) office is located at 12 Pacific ave. Branch offices of this company are likewise located at convenient points, throughout the city. The main office of the American District Telegraph are located at 501 Pullman building; it has numerous branches. The B. & O. Telegraph office is at 70 Board of Trade; Chicago & Milwaukee Telegraph Co., 7 Exchange Place, General Fire Alarm Telegraph Co., 118 La Salle st. Gold and Stock Telegraph Company, 239 La Salle st. Messengers may be called by any public telephone, or by signal boxes, found in all public places.

Telephones.—Telephones may be found in the various branch offices of the Chicago Telephone Company, in nearly all drug stores and in all hotels and public places. The charge for messages is usually ten cents. The Central Telephone office is located in the Telephone building, Washington and Franklin sts , near mouth of tunnel. There are, besides the Chicago Telephone Company, the following: American Cushman Telephone Co., 242 S. Water st.; Central Union Telephone Co., Pullman building; Gray National Telephone Co., 189 La Salle st.; Northwestern Overland Telephone and Telegraph Co., 243 Adams st.; Police Telephone and Signal Co., 118 La Salle st.; Ravenswood Telephone Exchange, 410 Opera House building. At the last annual meeting of the stockholders of the Central Union Telephone Company it was shown that the gross earnings of the company increased during 1891, $125,000. The number of instruments in use showed a net increase of 1,934. The net earnings of the company amounted to $378,840, which is equal to 5.74 per cent. on the $6,600,000 capital stock. The Central Union Telephone Company was organized in 1883, and has now become the most important telephone company in the West. Its territory comprises a number of Western States, including nearly all of Illinois outside of Cook County. Board of Directors: C. H. Brownell, R. C. Clowry, C. R. Cummings, M. G. Kellogg, H. B. Stone, John F. Wallack, J. Russell Jones, John E. Hudson, and F. H. Griggs. The old Executive Committe and the following officers were elected: Henry B. Stone, president; W. S. Chapman, secretary.

Thomas Orchestra.—The Theodore Thomas Orchestra, Theodore Thomas, director, has been engaged for the Auditorium for three years, beginning with the fall of 1891. Fifty gentlemen of Chicago subscribed $1,000 each as a subsidy. Among the subscribers were Henry Field (deceased), Marshall Field, C. L. Cummings, Franklin Mac Veagh, Potter Palmer and the Auditorium Company. The Thomas Orchestra is the finest in existence. Two symphony concerts and a public rehearsal will be given weekly during next winter at the Auditorium, and probably nightly concerts through the summers of 1892–1893.

United States Appraisers' Building.—Used for storage for bonded goods and as offices for the United States appraisers in this city, stands at the northern corner of Harrison and Sherman streets, with a frontage on both streets. The principal entrance is on Harrison street. From foundation to roof the structure has been built with a view to solidity and strength, and the contractors claim that it can not be sufficiently overloaded with merchandise to affect its stability in the least. It is likewise fireproof and braced and anchored throughout.

The interior finish is simple but neat and in keeping with the outward solid appearance. White oak, highly polished, is used exclusively for woodwork; excepting the flooring in office and storage rooms, where yellow pine is substituted. In the corridors tiling is utilized for floors, and the walls here and around the stairways is imported yellow enameled brick. The plastering is all laid on fire-proofing. Iron stairways to the left of the main entrance and one passenger elevator furnish people the means of entrance and exit. Two large freight elevators are also provided for the handling of merchandise.

University of Illinois.—Located at Champaign, Ill. Under State supervision.

Von Linne Statue, Lincoln Park.—Erected to the memory of Carl von Linne, or Lineaus as the world calls him, an illustrious native of Sweden. The statue is of bronze, of heroic size, on a white marble pedestal, and it overlooks the little common near the foot of Fullerton avenue. The spot is one of the prettiest in the park. The monument is encircled with fine trees and it looks south over a fine expanse of landscape. It cost the Linnæan Monument Association which built it $23,000, and is one of the handsomest monuments in the West. The statue was unveiled May 23d, 1891.

William, Prince of Orange, Statue.—To be erected by the Netherlanders of Chicago, who have formed themselves into an organization called "William the Silent Company," with officers as follows: G. Burkhoff, Consul of the Netherlands, President; John Vanderpoel, secretary; A. Vanderkloot, treasurer; Henri U. Massman, the Rev. B. Debuy, F. H. Cooper, S. Bus, John Defus, James H. Van Vlissengen, H. Pelgriem, the Rev. John Vanderhook, and A. H. Nyland, directors. It is expected the statue will be finished and in position before the opening of the World's Fair.

Yerkes' Fountain, The.—Among the great attractions for the visitor is the magnificent electric fountain at Lincoln Park, which was presented to the people of Chicago by Mr. C. T. Yerkes, president of the North and West Side street railway companies. This fountain cost in the neighborhood of $50,000, and is the finest of its kind in existence. It is in operation about two hours every pleasant evening during the summer months, and presents an enchanting spectacle to the hundreds of thousands of people who flock to see it. It is as if the colors of a hundred rainbows were concentrated here into one beautiful fountain of prismatic light. Its ever-changing glories compel the coldest of observers to give expression to wonder, amazement and delight. **Take N. Clark st. cable line about 7 P. M., during the summer evenings, for main entrance to Lincoln Park and North Clark st., and walk directly east toward the Lake shore.**

NEWSPAPERS.

There are published in Chicago 24 dailies, 260 weeklies, 36 semi-monthlies, 5 bi-monthlies, and 14 quarterlies, making a total of 531 daily and periodical newspapers. The fact was disclosed in the last report of the postmaster general that the quantity of newspapers mailed by the publishers at the Chicago postoffice equaled the amount mailed at Boston Cincinnati, New Orleans, Buffalo and Baltimore combined, or at St. Louis, Cincinnati, San Francisco, New Orleans and Baltimore combined, and also at Philadelphia, New Orleans, Baltimore and Cincinnati combined, or in the entire thirteen Southern States, with St. Louis combined, amounting to 20,000,000 pounds of serial matter. The newspapers of Chicago have contributed wonderfully to the growth, to the prosperity and to the fame of the city. To her great dailies is Chicago particularly indebted for the intelligent and wide-spread publicity they have given her at home and abroad. The following are the leading publications:

Abendpost.—Location of publication office, 203 Fifth avenue; the Abendpost Company proprietors. The *Abendpost* is a German daily, published at one cent per copy. Its first number appeared on September 2, 1889. The publishers were Fritz Glogauer and Wm. Kaufmann, the former being editor and manager, the latter residing in Cleveland, O. From its original modest office, at 92 Fifth avenue, the paper had to be removed only five months later to more spacious quarters at 181 Washington street, and in March, 1892, to 203 Fifth avenue, where it occupies the whole five-story building. When the *Abendpost* was seven months old the circulation had grown so large that it became necessary to order two Goss printing presses, with a combined capacity of 48,000 four or six-page papers per hour. On December 29, 1890, the *Abendpost* was transferred to the Abendpost Company, with a capital stock of $100,000. Fritz Glogauer was elected president and treasurer; Julius Goldzier, secretary. The *Abendpost* is entirely independent in politics and appeals to no class or faction. It was successful from the start, and had reached a bona fide circulation of 35,000 on January 1, 1892. More than nine-tenths of the subscribers, at the time stated, resided in the city of Chicago. The *Abendpost* opens its books to all advertisers who wish to ascertain its circulation. It ascribes the greater part of its financial success to this method of business.

Arbeiter Zeitung.—Location of publication office, 274 W. Twelfth street. A German daily of socialistic proclivities. August Spies, hanged for complicity in the Haymarket bomb-throwing, was editor of this newspaper at the time of his arrest. A. R. Parsons, also executed, was one of its contributors. It was then the open organ of the anarchistic movement. Since the execution it has fallen into comparative obscurity, although it still has a large circulation among the discontents. It is issued by the Socialistic Publishing Society.

Mail.—Location of publication office, old Herald building, 120 Fifth ave. Joseph Dunlop, editor and publisher. A one-cent evening newspaper. The *Mail* had its origin in the *Chicago Press*, founded in 1882, by F. O. Bennett; Mr. John J. Curran being associated in its management. The *Press* passed into the hands of Messrs. Stevens & Dillingham, who changed its name to the *Evening Mail*. In 1885 the *Evening Mail* was purchased by the Hatton-Snowden Company, who again changed its title to the *Chicago Mail*. In 1887 it was purchased by the Chicago Mail Company, James J. West being the principal stockholder, and upon the purchase by the latter of the *Chicago Times* its publication office was removed to the Times building, from which it was issued until it passed under the management and control of Mr. Dunlop. Originally it was a democratic paper; under the management of the Hatton-Snowden Company and James J. West, it was republican. It is at present an independent publication.

Press, The Evening.—Established 1891. An independent evening newspaper; price, one cent.

Daily Globe.—Location of publication office, 118 Fifth ave. Incorporated as Daily Globe Publishing Company. The *Daily Globe* was founded in 1887 by Horace A. Hurlbut, Andrew Matteson, Gen. Walter C. Newberry, Adlai T. Ewing, president of the Iroquois club; Chas. R. Dennett and other influential members of the *Times* staff under the late Wilbur F. Storey. The *Daily Globe* continued under this proprietorship until 1890, when it came into the possession of its present editor and publisher, Mr. Harry Wilkinson, who owns the controlling stock. It is a pronounced Democratic newspaper. It is edited with ability, and under the present management has grown steadily in circulation and prominence until it is now rated among the great dailies of Chicago. This statement can be verified by reference to such prominent newspaper directories as "Rowell," and to that published by Lord & Thomas, of this city. The *Daily Globe* has taken an active interest in promoting the World's Fair, and is a fearless critic of the conduct of public officials, with the purpose of securing good government. There are daily and Sunday editions printed every morning in the year.

Daily National Hotel Reporter, The.—Established in Chicago in 1871, and is older by several years than any other paper devoted to the hotel interests. It is an eight-page daily, and contains, in addition to the arrivals at the leading hotels of Chicago, much information of value to hotel-keepers, travelers, merchants and business men generally. The office of the paper, together with the Travelers' and Tourists' Exchange, a bureau of information concerning hotels, winter and summer resorts in the United States, is located at No. 7 Monroe street, Chicago. The editor and manager is F. W. Rice.

Daily News.—Location of publication office, 123 Fifth ave. Founded December 26, 1875. An independent newspaper, having three distinct editions daily—the *Morning News*, the *Noon News* and the *Evening News*. The Chicago Daily News Company, proprietors, Victor F. Lawson, editor and publisher. Circulation, daily, 220,000 copies. The founders of the *Chicago Daily News* were Melville E. Stone, Percy R. Meggy and William E. Dougherty. Mr. Dougherty's connection with the enterprise was very brief. Mr. Meggy retired within a year after the founding of the paper. Mr. Lawson became practically the sole proprietor of the *Daily News* upon the retirement of Mr. Meggy, Mr. Stone becoming its editor. The latter, however, after a time became a part owner. His connection with the paper was severed in 1888. Mr. Lawson from the first year of the existence of the *Daily News* had been its publisher; in other words, its financial and business manager, and the almost phenomenal growth of the newspaper as a property, is largely due to the intelligent direction he has given its business affairs. The *Daily News* at first occupied simply a corner of the present counting room for its business office, and a small room in the top of the building for the accommodation of its editorial and composition departments. Originally it had a double cylinder Hoe press, with a capacity of 3,000 per hour. This gave place early in the history of the paper to a four cylinder Hoe, of a capacity (afterward doubled by stereotyping) of about 6,000 per hour. In size it was a four-page paper of about nine by twelve inches to the page, and made up after the style of the New York newspaper of the same name. It was issued at noon, 3 P. M. and 5 P. M., daily, and contained merely the gist of the news—local, domestic and foreign—without any pretention to amplification. Its editorial was paragraphic, and aimed to compress ideas and opinions into the smallest possible space, in conformity with the general design of the news department, which was to present facts stripped of all surplus verbiage. The price of the paper was one cent, as it is now, and as pennies were not in general circulation the *Daily News* was confronted with the double task of introducing and popularizing the smallest unit of American coin. Mr. Stone was an editor of remarkable ability and energy, and every line in the paper was made to sparkle under his direction, yet the enterprise failed to meet with popular support, and at least twice during the first eighteen months of its existence the *Daily News* was on the eve of being abandoned as a failure. In the summer of 1887 the great railroad riots occurred, and the *Daily News*, taking advantage of the opportunity, issued hourly editions, giving the very latest news, perhaps in a line, perhaps in a sentence, concerning the progress of the labor uprising in Chicago, and at other points of disturbance. This was while the paper was still using a four-cylinder press. The press hummed from early morning until late at night; utterly failing, however, to meet the demand. Over 90,000 copies of the *Daily News* were struck off in a single day during these troublous times, two-thirds of which were printed on one side only, it being impossible, in printer's parlance, to "turn the paper." After the riots the circulation fell to less than 20,000 copies daily, but a gain was made of about 10,000. The paper had become known to the people, and from that time on it has continued to prosper, making such remarkable progress in circulation and influence as to have attracted general attention throughout this country. In 1877 the *Daily News* absorbed the *Evening Post*, into which three years previously the *Evening Mail* had been merged, thus securing the Associated Press franchise. In 1881 the publication of the morning edition, styled

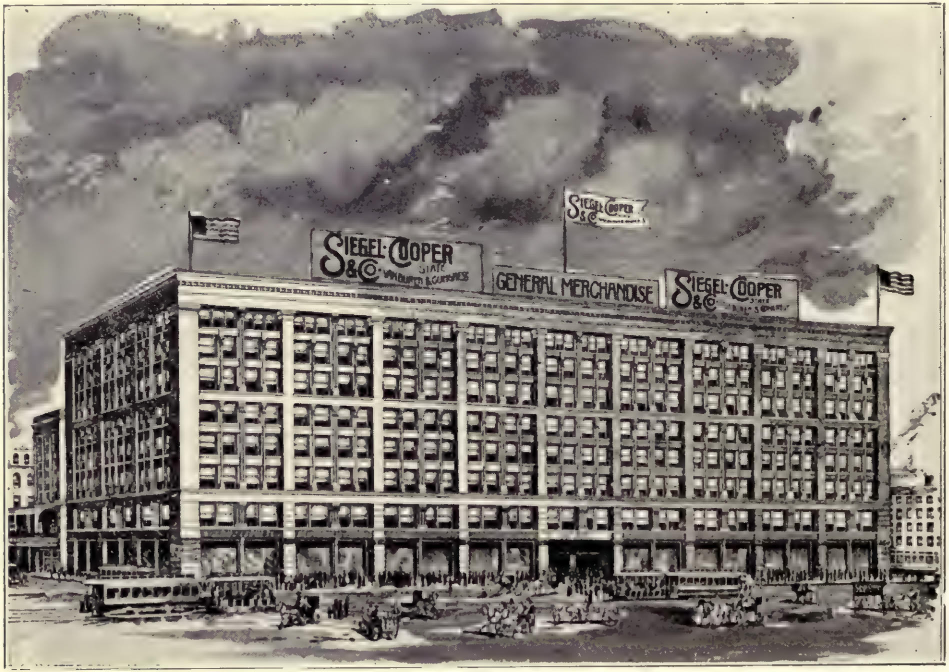
"*The Morning News*" was begun, for which the Associated Press franchise was secured in 1882. Nothing can better serve to illustrate the marvelous growth of the *Daily News* than the statement of the increase in its circulation from year to year. In 1877 its daily average was 22,037; in 1878, 38,314; in 1879, 45,194; in 1880, 54 801; in 1881, 75,820; in 1882, 88,723; in 1883, 99.725; in 1884, 125,178; in 1885, 131,992; in 1886, 152,851; in 1887, 165,376; in 1888, 192,577; in 1889, 222,745; in 1890, 213,871; in 1891, 219,386. At this writing the circulation averages about 220,000 a day, and is, with a single exception, the largest daily circulation in America. The *Daily News* employed about a dozen persons in all capacities in 1877. To-day there are 365 people regularly and exclusively at work in making it, while by its sale thousands of men, women and children are wholly, or partly, supported. The *Daily News* has now an equipment of four Hoe quadruple inserting presses, equivalent to sixteen of the ordinary single machines, and having a capacity of 192,000 eight-page papers per hour. Admission to the press room is sometimes granted visitors on application at the counting-room.

Daily Sun, The.— Published at the Union Stock Yards, Chicago, Ill., was established by Harvey L. Goodall, in the year 1868, and is still published and owned by him. It has a larger circulation in the southern portion of the city, and in the southern territory recently annexed to the city, than any other paper published in Cook county. It is devoted to general and local news, and takes high rank as an advertising medium. It has a bona fide daily circulation of 16,100 copies.

Daybladet.—A daily, published at 369 Milwaukee avenue.

Drovers' Journal, The.—Daily, semi-weekly and weekly editions, the most extensively circulated paper of its kind in existence, was established at the Union Stock Yards, Chicago, Ill., by Harvey L. Goodall, the present publisher and owner, twenty-two years ago. It is the recognized organ of the live-stock trade of the United States, and boasts of a bona fide weekly output of 190,500,

Evening Journal.—Location of publication office, 161 Dearborn st. The Chicago Evening Journal Company, publishers; John R. Wilson, publisher; George G. Martin, managing editor. The oldest newspaper in Chicago. The *American* was the first daily newspaper published in Chicago, or in the State of Illinois. It was started by William Stewart, April 9, 1839, and the late Judge Buckner S. Morris became its proprietor in 1841. It was discontinued for want of support, October 17, 1842. On the last day of that month, W. W. Brackett, who had been connected with the *American*, started the *Express* as its successor. In 1844, at the opening of the presidential campaign of that year, the political friends of Henry Clay formed a joint stock company, bought out the *Express* and started the *Journal* as a whig campaign paper, the first number being issued April 22d. The stockholders appointed an editorial committee, consisting of J. Lisle Smith, Wm. H. Brown, George W. Meeker, J. Y. Scammon and Grant Goodrich, to conduct the paper, assisted by Richard L. Wilson and J. W. Norris as office editors and business managers. At the close of the campaign, which ended in the defeat of Mr. Clay by James K. Polk, the newspaper office and the paper passed into the hands of Richard L. Wilson, who established it on a permanent basis as an organ of the whig party. Mr. Wilson continued to edit it until he was appointed postmaster by President Zachary Taylor, in 1849; and when, with other "Seward whig" officeholders, he was removed by Millard Fillmore, a few months


SIEGEL·COOPER & Co.
GENERAL MERCHANDISE
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SIEGEL COOPER & Co.

[Engraved for The Standard Guide Company.]

THE GREAT GENERAL DRY GOODS HOUSE OF SIEGEL, COOPER & CO.

[See "Guide."]

subsequently, he resumed the editorship, associating with him his brother, Charles L., the publishing firm being Richard L. and Charles L. Wilson. At the demise of the whig party, the *Journal* became a republican paper, and has continued such until the present time. Richard died in December, 1856. At that time Andrew Shuman was associate editor; George P. Upton, city and commercial reporter, and Benjamin F. Taylor, literary editor.

Charles L. Wilson became the sole proprietor of the *Journal* on the death of his brother. In 1861, when Abraham Lincoln became president, and William H. Seward Secretary of State, he was tendered and accepted the appointment of secretary of the American Legation at London. He left the *Journal* office in charge of John L. Wilson, an elder brother, as publisher, and of Andrew Shuman, as editor. During the years of the War of the Rebellion, the *Journal* prospered famously, and when, in 1864, Charles L. Wilson resigned his official position abroad and returned to resume charge of his newspaper establishment, he found it a very valuable property. His brother, John L., retained his business connection with the office, and Mr. Shuman continued as managing editor. In 1869 John L. retired, and Col. Henry W. Farrar, his son-in-law, who was also Charles L.'s brother in-law, became business manager. The great conflagration of 1871 consumed the *Journal* office and all its books and materials. But it did not omit a single day's issue. Before the flames which devoured the better part of the city were fairly extinguished the energetic proprietor of the paper, seconded by a force of editorial and reportorial assistants, who were as prompt and public-spirited as their employer was resolute, hired the material and presses of a job office on the west side of the river, and issued an *Evening Journal* at the usual hour of publication, and it was issued regularly thereafter. In April, 1872, the *Journal* office was removed into a fine new five-story brick building, with a stone front, at 159 and 161 Dearborn street, where it continues to be published to this day.

In 1875 Charles L. Wilson's health began to fail, and in March, 1878, he died at San Antonio, Texas, whither, accompanied by his wife and infant daughter, he had gone to spend the winter. Before his death he had perfected a plan for the re-organization of the *Evening Journal* as a joint stock company, of which he was president, and Henry W. Farrar secretary and business manager. After his death Mrs. Wilson and her daughter, being his sole heirs, became owners of nearly all the stock of the *Journal* company. Andrew Shuman was elected president of the company and remained in editorial control of the paper and Henry W. Farrar (Mrs. Wilson's brother) continued as secretary, treasurer and business manager. On the first of March, 1880, the company leased the newspaper establishment to Andrew Shuman and John R. Wilson, a nephew of the late proprietor. This partnership was continued until January 1, 1883, at which time John R. Wilson obtained control of a majority of the stock, the officers then being Andrew Shuman, president; W. K. Sullivan, secretary, and John R. Wilson, treasurer. On Gov. Shuman's death in May, 1890, W. K. Sullivan was elected president and John R. Wilson secretary and treasurer.

This is a brief history of the oldest daily newspaper published in Chicago. Its pages are a reflex of the eventful years of its publication. Its columns are chronicles of Chicago's progress from a small frontier village to a great and progressive city. Fortunately nearly all the bound volumes of the old *American*, *Express* and *Journal* were saved from the fire of 1871, and some of the most interesting and valuable historical data and relics of the city are contained within their covers. Among those now more or less famous, locally or generally, who have at one time or another been connected with the *Journal* as writers, are Benjamin F. Taylor, the poet and lecturer; George P. Upton, now of the *Tribune's* corps of writers; J. C. K. Forest, subsequently of "Long John" Wentworth's *Democrat*, but now of the *News*; Andre Matteson, Horace White, of the New York *Evening Post;* Henry M. Smith, subsequently city editor of the *Tribune;* J. H. McVicker, of McVicker's theatre; Prof. Nathan Shepard, a popular lecturer; Paul Selby, editor of the *Illinois State Journal*, at Springfield, Ill.; Prof. J. W. Larrimore, late principal of the Cook county normal school, and now assistant principal of one of our city public schools; Dr. Frank W. Reilly; W. K. Sullivan, late president of the Chicago board of education; Chas. H. Wignall, deceased; John C. Miller, F. F. Browne, and many others.

Freie Presse.—Location of publication office, 90 and 94 Fifth ave. Richard Michaelis, editor. The *Freie Presse* was established in 1871 by Richard Michaelis, its present editor, and has gained during the last two years 8,823 daily subscribers. In politics it is independent republican, and has been so since its existence. Its columns teem with the latest and best local and telegraphic news from all parts of the world, and one of the features especially interesting to the Germans is the large amount of choice and select items of news from all parts of Germany. By virtue of its large circulation, it has become a valuable advertising medium. In addition to daily editions, it also publishes a newsy and interesting weekly edition, and also a Sunday edition, under the name of *Daheim*, an excellent German Sunday newspaper. It is equipped with a large staff of competent editors and reporters. It claims the largest morning circulations of all German dailies west of New York City.

Goodall's Daily Sun.—A daily newspaper published at the Union Stock Yards, and devoted to news of special interest to dealers in live stock. Harvey L. Goodall, publisher and proprietor.

Herald.—Location of publication office the Herald building, 154, 156 and 158 Washington street, near La Salle street. James W. Scott, publisher. A morning independent, democratic newspaper, published every day in the week. Founded in the spring of 1881, by a stock company, of which James W. Scott was the head. In its earlier years it was an exponent of the idea that a small newspaper containing all of the news in condensed form was best adapted for public convenience and taste, but its greatest success has been achieved since it entered the field occupied by the older journals and vied with them in the magnitude of its daily editions and in the elaborate presentation of news of every description. In 1883, John R. Walsh purchased and still retains a controlling interest in the *Herald*, which is now the most extensively circulated morning paper in the West, with an advertising patronage that is second to none. The *Herald* has erected a magnificent building for its exclusive use and has supplied it with everything in the way of machinery and other appliances that go to make a first-class newspaper plant. It is printed on ten perfecting presses of the best pattern, having a capacity of more than 100,000 copies an hour. Its news service is remarkably comprehensive and complete. In addition to a large local staff, it has correspondents in every county seat throughout the Northwest, and in every city of importance in the entire country. It also maintains branch offices in New York, Washington

Milwaukee and Springfield. The *Herald* was the first Chicago newspaper to use illustrations extensively. It now employs several artists and maintains its own engraving plant, where all of its cuts are manufactured by the zinc-etching process. In politics, while the *Herald* has not been bound to party, it has been a consistent supporter of the National Democratic organization, in its demand for the reformation and reduction of the protective tariff. The executive staff of the *Herald* is as follows: Publisher, James W. Scott; managing editor, H. W. Seymour; night editor, Charles G. Seymour; city editor, S. P. Browne; business manager, S. G. Sea.

NEW BUILDING OF CHICAGO HERALD.—There is probably not another building devoted to the publication of a newspaper in the world equalling it in magnificence, and certainly there is none other in which so much attention has been given to completeness of detail. On entering the imposing counting room, the visitor will at once notice the fine Italian stone mosaic with which the floor is hand inlaid, the counter of black Belgian marble, surmounted with black iron, wrought in graceful designs, and the sixteen columns of genuine Sienna marble; also the Italian marble wainscoting. They will also be interested in the working of the automatic tubes, which convey advertising matter to the composing room and news matter to the editorial floor. Passing four long distance telephones, entrance is had to the visitor's gallery, overlooking ten Titanic presses. Next in point of interest is the composing room, to which the visitor ascends in either of the two great elevators, framed in handwrought iron, and which travel up a shaft walled from top to bottom with the finest Italian marble. The walls of the composing room are white enameled, and it is finished throughout in marble, iron and oak. Even the type stands are of iron, with the Monogram of *The Herald* wrought in gold in each, and there are cases for 180 men on straight composition, to say nothing of those employed on advertising copy. Electric calls at each case connect with the copy-box, in the front of which is a perforated peg rack where are assorted slugs, numbered on both sides for every compositor, and by which the coppy cutter tells at a glance what and how many men are working on "time" copy. An ariel railway takes advertising copy from the copy-box to the "Ad" department, and the proof from thence to the proof-readers. Electric call speaking tubes connect the principal departments of the building. The foreman's office is on an elevated platform, from which he can survey his entire force. Every compositor has a clothes locker, and the marble closets are unsurpassed in elegance by those of any hotel. Filtered ice water, with a solid silver, gold-lined drinking cup, a restaurant finished in marble and oak, and provided with reading tables and library, are other provisions for the compositors. Four hundred electric lights illuminate this department, adjoining which is the stereotyping room with its two-ton metal pot, improved mailing machine, matrix drying and matrix trimming machines. A Turkish bath and marble walled toilet room is one of the luxuries afforded to the workers in this room.

The editorial floors occupy the fourth and fifth floors. An electric call on the desk of each reporter connects with the city editor's desk, and electric call speaking tube connections communicate with the principals throughout the building. The editorial rooms cluster around a commodious library, and in the telegraph room specially designed desks enclose typewriters and instruments for twelve operators. The art department contains a photo-engraving plant, complete in every detail, and run by electric motors. The apartments of the publisher of *The Herald* are probably the most luxurious offices in the world. Telegraphic instruments of sterling silver, for his especial use, connect with all the wires operated by the United Press, as well as those used by *The Herald*; the electric call speaking tubes are of silver, as also are the electric light fittings. The timbered ceilings, the seven foot wainscoting, and all the furnishings of the room are of solid mahogany, and the walls above the wainscoting are encrusted with matrices of *The Herald*. In the ante-room is a long distance, portable desk telephone, which is the most complete instrument of its kind ever made.

As a souvenir each visitor to *The Herald* Building receives a photogravure of the mediæval *Herald*, which, cast in bronze, ornaments the facade of the building. This Statue alone cost several thousand dollars, and three large bas-reliefs, illustrating the progress of printing, add still further to the striking architecture of the building, which is so conspicuous a landmark of Washington street. The building has been erected for the newspaper business, and not for tenants; it embodies the result of eleven years of popularity with the great newspaper reading public of Chicago and the Northwest.

Illinois Staats Zeitung.—Location of publication office, northeast corner of Washington st. and Fifth ave. Founded in the spring of 1848. A daily morning newspaper, printed in the German language. The Staats Zeitung Company, proprietors. William Rapp, editor; Washington Hesing, managing editor The founder of the *Illinois Staats Zeitung* was Robert Hoeffgen, who invested in the enterprise $200. Mr. Hoeffgen was assisted by an apprentice who received seventy-five cents per week. In those days it was incumbent upon the proprietor of a newspaper, not only to direct the general management, but to do nearly, if not all, the work. At first the newspaper appeared as a weekly. The editor and proprietor collected advertisements and solicited subscriptions, set his own type, ran his own presses, and, having completed his paper indoors, started out on the street with his entire edition under his arm and distributed the same to his subscribers In the fall of 1848, Dr. Hellmuth then being the editor, the *Illinois Staats Zeitung* was the only German newspaper in the United States to discover in the Buffalo platform the principles upon which afterward was founded the Republican party. The County of Cook gave Van Buren a majority of 1,200, no little credit of which was due to the *Illinois Staats Zeitung* for its stanch and unswerving advocacy of the principles laid down in that campaign. After the presidential election Arnold Voss was the editor. He was succeeded in 1849 by Herman Kriege, and in 1850 Dr. Hellmuth again assumed the editorial management. Under his charge the paper appeared twice a week until 1851, when George Schneider became connected with the paper, and changed it into a daily, with 70 subscribers, its weekly list being only a little over 200. In 1853 the circulation of the *Illinois Staats Zeitung* increased to over 500, which necessitated the employment of three carriers. In 1854 the number of subscribers had increased to 800. George Hill Gaertner was at this time associated with George Schneider. As the *Illinois Staats Zeitung* was the first German newspaper to discover the cardinal principles of the Republican party in the Buffalo platform, so it was the first to oppose the Nebraska bill and to begin the determined opposition to Douglas. It was mainly instrumental in leading the Germans into the Republican party, and in 1856 was using its utmost endeavors in behalf of Fremont. In that ever memorable campaign between Lincoln and Douglas in 1858, no paper did more for the success of Mr. Lincoln than did the *Illinois Staats Zeitung* From this time on began to develop the influence of the *Illinois Staats Zeitung*, which has been ever felt in the Common Council, the Legislature, but especially in political campaigns in Cook County, for more than once has it been opposed by the entire Anglo-American press, but yet has carried the day. In 1861 William Rapp became the editor of the *Illinois Staats Zeitung*. In the same year Mr. Lorenz Brentano bought out Mr. Hoeffgen's interest and assumed the editorial management. In the fall of that year Mr. George Schneider sold his interest to Mr. A. C. Hesing. Messrs. Brentano and Hesing were associated together until 1867, when Mr. A. C. Hesing purchased Mr. Brentano's interest. In this year Mr. Herman Raster assumed the editorial management, which position he filled until his death in July, 1890. The great fire of 1871 claimed the *Illinois Staats Zeitung* as one of its victims. Its loss was total, yet it was among the first of the Chicago dailies to appear, and that too within forty-eight hours after the fire had ceased. Preparations were soon made for permanent quarters. On the 10th of March, 1873, its present magnificent structure was completed and occupied. The cost of the same, with machinery, presses, etc., amounted to nearly $300,000. The *Illinois Staats Zeitung* of to-day is among the German newspapers, second only to the *New York Staats Zeitung* in wealth and circulation, while in ability, in power and in influence it is not equaled, much less surpassed, by any German newspaper of the United States. The combined circulation of the editions of the *Illinois Staats Zeitung* amount to over 97,000, being larger than that of any German newspaper published west of the Alleghany mountains.

Inter Ocean, The.—Location of publication office, northwest corner of Madison and Dearborn streets. The Inter-Ocean Company, proprietors. William Penn Nixon, editor. H. H. Kohlsaat, publisher. In 1861 the late James W. Shehan founded the *Morning Post*. In 1865 the *Post* franchise was purchased by the Republican Company, at the head of which was Charles A. Dana, at present editor of the *New York Sun*. Previous to the great fire of 1871 the *Republican* was conducted by Joseph B. McCullagh, at present editor of the St. Louis *Globe-Democrat*. After the great fire of 1871 there was little left of the *Republican* except its franchise, which was purchased by the late J. Young Scammon, then a banker, and one of the leading citizens of Chicago; who, on March 25, 1872, founded the *Inter-Ocean*. The republicanism of the initial number of the *Inter Ocean* was of the most stalwart order, the proprietor indicating the spirit of the paper in the crisp declaration, "Independent in nothing; republican in everything." Mr. Scammon went into the enterprise with characteristic zeal and energy, and calling to his assistance a number of practical and experienced men, soon made the *Inter Ocean* a political power, not only in the city and State, but throughout the Northwest. Its radical republicanism and devotion to the party it professed to represent were made so manifest during the presidential campaign of 1872, that it at once secured an influence in the party not equaled by many journals of long standing. The erratic course of other journals claiming to be republican also contributed much to the success of the new venture, and the circulation of the paper increased rapidly Mr. Scammon continued to be the sole proprietor of the *Inter Ocean* until the spring of 1873, when Frank W. Palmer, of Des Moines, Iowa, bought a large interest and became editor-in-chief. Under his management the paper prospered until the panic of 1873 prostrated the affairs of the country and caused the financial embarrassment of Mr. Scammon, the principal proprietor. In the fall of 1875 the corporation, under pressure of a large indebtedness, was compelled to sell the paper to a new organization. The transfer brought the *Inter Ocean* under the control of William Penn Nixon, who had been for some years the business manager. Notwithstanding the great depression of the times, the paper was put on a firm footing by the infusion of new capital, the introduction of new machinery, and entered upon a new era of prosperity. Through all its vicissitudes the *Inter Ocean* maintained its political integrity. The weekly *Inter Ocean* has a circulation varying from 90,000 to 140,000 copies. Postage on the *Inter Ocean* for the year 1890 was $13,379.77. The *Inter Ocean* is printed on perfecting presses of the Scott & Bullock patterns and was the first paper in the country to perfect and use a folder, machinery for cutting and folding and pasting. Until May 1, 1880, the *Inter Ocean* was published at 119 Lake street. The establishment was then moved to more commodious and convenient quarters at 85 Madison street. In 1890 the *Inter Ocean* moved into its present handsome structure. The new building is arranged to meet the requirements of every department of a great metropolitan paper.

Listy.—A Bohemian daily newspaper, founded in 1883, and published at 362 W. Eighteenth st.

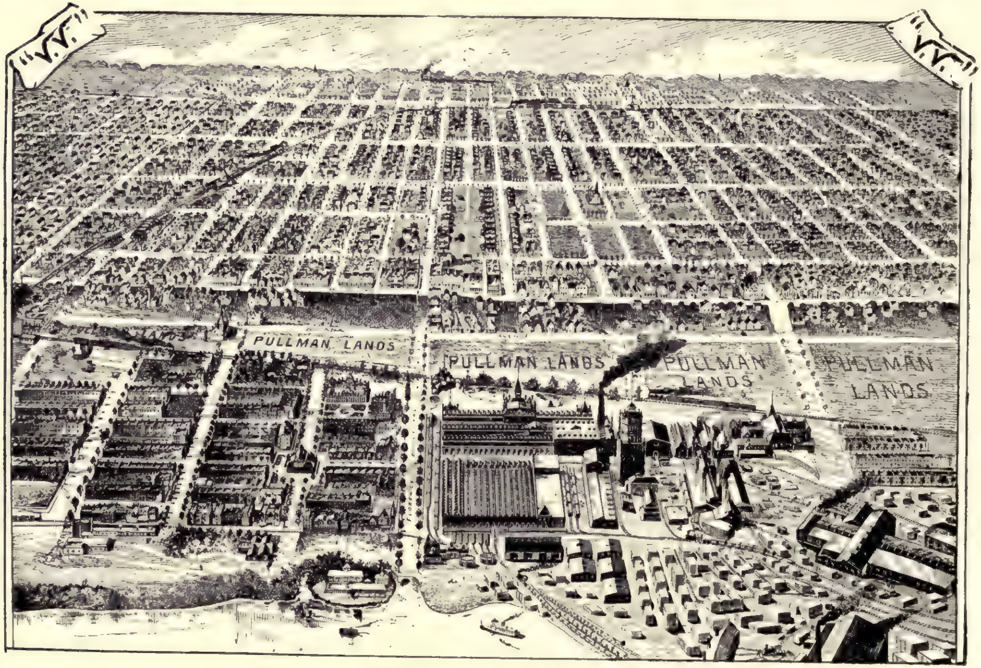
Post.—Publication office, 164 and 166 Washington st. The Chicago Evening Post Company proprietors. James W. Scott, president; C. McAuliff, managing editor; A. F. Portman, business manager. The *Evening Post* issued its first number on Tuesday, April 29, 1890, from temporary quarters at 128 and 130 Fifth avenue. It came into the world a complete newspaper of eight pages, and at once assumed a place and clientage of its own. In January, 1891, it moved into its entirely new and commodious quarters, The Evening Post building, 164 and 166 Washington st., a handsome, modern structure, especially constructed by and for the *Evening Post*. The building has a frontage of 40 feet on Washington street, and extends 175 feet back to Calhoun Place, having light on three sides and from a roomy court. The counting room and publication office occupy the ground floor, and the editorial rooms the upper floors. In the basement are six *Scott* presses each with a capacity of 15,000 an hour. Each department is equipped with the most modern devices for speed, accuracy and convenience. The *Evening Post* is independent in politics as in all other things. It is preeminently a newspaper. Direct wires connect its office with Washington, New York, Springfield and other news centers, and carry day by day a larger telegraph service than was ever before attempted by an afternoon paper.

The *Evening Post* is especially, aside from its news features, noted for the fullness and accuracy of its commercial and financial reports, its intelligence, of society and women, its art, musical and theatrical features, its sporting intelligence and for its wealth of literary and miscellaneous matter. Its numerous illustrations are easily among the best printed in the daily papers of the world. They find a handsome setting in the typographical beauties of the paper's well printed pages. In spite of a continually increasing pressure upon its columns by advertisers, the *Evening Post* has refused to exceed its limit of eight pages. In that space it finds room to give a daily summary of the affairs of the world, in form at once complete and readable. The appreciation of Chicago people for such service is attested by the growing circulation of the *Evening Post*, which, within a year of its birth, exceeded that of any other paper in Chicago, with the possible exception of two, and which has been rapidly increasing ever since.

Skandinaven, The.—Location of publication office, the Skandinaven Building, 183, 185 and 187 N. Peoria street, West Side. Take Milwaukee avenue cable line, or Indiana street horse car to Peoria. John Anderson company, publishers. John Anderson, president; Franklin S Anderson, secretary; L. J. Lee, treasurer. Franklin S. Anderson, Business manager; Peter Hendrickson, A. M., Ph. D., editor in chief. Founded in 1866 by John Anderson and Knud Langland; present issues: *Daily Skandinaven*, four to ten pages; *Sunday Skandinaven*, eight to twelve pages; *Weekly Scandinaven*, twelve to sixteen pages; *Bi-Weekly Skandinaven* (European Edition) no advertisements, ten columns quarto; monthly, the *Husbibliothek* ("Home Library") a high-class literary and family periodical; forty-two pages. The *Skandinaven* was at its birth a four-page weekly paper. It remained a weekly till after the great fire of 1871, when a daily issue was commenced, which has been continued without interruption to the present time. Its earliest editor, Mr. Knud Langland (now deceased), was one of the ablest Skandinavian journalists of his times and did much towards popularizing the paper and extending its influence and usefulness. He, however, remained a partner of Mr. Anderson but a short time, and the work of building up the property and placing it upon the solid basis which it occupies to-day devolved entirely upon the latter. The *Scandinaven* passed through all the trials and troubles incident to the establishment of a newspaper, but, though in a small way at the beginning, made steady gains, and early in the seventies began to command credit, respect and circulation. To-day it has a larger circulation than any other paper printed in the Scandinavian language in this country. Mr. Anderson, the head of the establishment, was brought to Chicago by his parents in 1845. Learning the printing business he became connected with the Chicago *Tribune* and set type for that paper when it was a very small and humble sheet. He is, therefore, a practical newspaper man, and his knowledge of the art of printing extended at an early age beyond the newspaper composing room. The result of this has been the building up of a job printing establishment in connection with the *Scandinaven* which in many ways ranks above some of the most pretentious in the country. The *Scandinaven* job department, for instance, will accept English copy and turn it out in Scandinavian (which means Norwegian, Danish or Swedish), German, French, Spanish, Italian, Bohemian or Polish type. All matter is translated (except, perhaps, high class books) in its composing room. The work thus produced includes commercial pamphlets, catalogues, circulars, etc. From this department, also, is issued in Norwegian a large number of original works and reprints. The John Anderson Company publishes about twenty-five new books annually. Popular American and foreign works are either translated entire or adapted for Scandinavian readers. In addition to this, the house is the largest importer of Skandinavian books in the United States. The bindery is in itself one of the most important departments, and very handsome editions are produced in paper, cloth and more expensive covers. The practical knowledge of Mr. Anderson has been felt in the press room as well. The entire basement of the building (with the exception of a portion given over to the storage of paper, which the firm purchases in large quantities, being one of the heaviest consumers in the city, is occupied with machinery of the latest pattern and most modern devices. The facilities of the concern for turning out large jobs are not inferior to any in the city. Mr. Anderson's ideas have naturally made themselves felt upon the editorial course of the *Skandinaven* and its allied publication. He was an Abolitionist and Free Soiler in his young manhood, and when it was a crime to oppose the slave element. He has always been a staunch republican. He believes in clean journalism and clean politics, and the moral tone of the *Skandinaven* has always been maintained at the highest. There are in the northwest to-day fully 1,250,000 Skandinavians. As a rule they are an educated, thrifty, economical and progressive people. While many cling to the cities, and occupy positions of honor among the commercial classes in Chicago, St. Paul, Minneapolis and other centers, the great majority have agricultural tastes, and some of the finest farms in the northwest are owned and operated by them. To these people the daily or weekly editions of the *Skandinaven* bring the news. From the *Skandinaven* they obtain the drift of current opinion, while it keeps them acquainted with the world's doings in every department of human activity. The *Husbibliothek* monthly brings them literary contributions, and discusses matters of interest to the householder, the farmer, the housewife and the young people. Naturally they go to the Skandinavian printing house also for the more permanent character of reading matter, and hence the large book trade of the company. People who want to talk to the Skandinavians of the great Northwest, talk to them through one or the other of the editions of the *Skandinaven*, and the advertising patronage enjoyed by the company is very extensive and profitable. Prof. Peter Hendrickson, the editor-in-chief, who, with five assistants, conducts the literary, news and general departments of these publications, was for sixteen years an honored member of the faculty of Beloit college, and retired from that position to assume his present responsible duties. He is not only a ripe, but a versatile scholar, and his pen commands the English, Scandinavian, German and French languages with equal facility. His work has given tone to the pages of the *Skandinaven*. He is a tireless worker. No English journalist can conceive the daily task which confronts the editor of a great Skandinavian newspaper in this country. Everything must be translated that is not originally written in Norwegian. Everything must be condensed also. Everything must be adapted to the taste of the Skandinavian reader as well. The shears and paste-pot play a very unimportant part in the day's labor. Prof. Hendrickson and his assistants are at their desks early and late, and the wonder is that they ever find time to devote to other and pleasanter literary labor. Mr. Frank Anderson, the business manager, took a three-term course at the Madison university and commenced as an apprentice in the establishment, going through all the departments, and attaining a proficiency in the business.

The *Skandinaven* building (see illustration) is a structure 60x118, 3 stories and basement, of modern design and substantial construction.

Times.—Location of publication office, northwest corner of Washington st. and Fifth ave. The Chicago Times Company, proprietors. Founded in 1854 as a democratic party paper—more especially as a personal and political organ of Senator Douglas. It was continued with varied fortunes and by different owners as a democratic paper, representing the different factions of the party, until 1861, when it was purchased by Wilbur F. Storey. During the whole period of its existence, until this purchase, it probably had never


"V.V."
"V.V."
PULLMAN LANDS
PULLMAN LANDS
PULLMAN LANDS
PULLMAN LANDS
FLORENCE

[Engraved for The Standard Guide Company.]
BIRD'S-EYE VIEW OF PULLMAN AND ROSELAND, LOOKING WEST FROM LAKE CALUMET.
See "Outlying Chicago."

been legitimately sustained for a single week, having relied upon party contributions for sustenance. Not having been in any true sense a newspaper, it had not acquired more than a meager circulation, and its advertising patronage was of small account. When purchased by Mr. Storey it had been for some time conducted at a loss of hundreds of dollars per week, its last owner having been Mr. Cyrus H. McCormick, and it was not until the lapse of some months that Mr. Storey was enabled to bring it up to the condition of a remunerative newspaper. During Mr. Storey's management it became one of the leading independent democratic newspapers of the country. It bolted the democratic party in the famous Greeley campaign, and though leaning strongly to that party always, during Mr. Storey's lifetime, it occupied a position of independence which frequently embarrassed the democratic managers, National, State and local. In 1879 Wilbur F. Storey's health began to give away, and from that time until his death, in 1884, the newspaper which he had so ably managed sank gradually into a condition of mediocrity. Upon his death the property was placed in the hands of a receiver, and for over three years, or until the winter of 1887, it lost heavily in circulation and business, the ownership of the property being involved in law-suits between the widow and heirs at law of Mr. Storey. On the 24th of December, 1887, the *Chicago Times* newspaper, appurtenances and building passed into the control of James J. West, who organized the Chicago Times Company, which ultimately became the proprietor and publisher of the paper. From that time on new life was infused into the *Times* newspaper, and it began to assume something of its old time vigor. The price being reduced at first from five to three cents, and afterward to two cents, its circulation grew rapidly, and its advertising patronage increased. In the summer of 1889 litigation arose among the stockholders, which resulted in the sale of the paper, in September, 1891, to Mr. H. J. Huiscamp, who sold it the following October to "The Newspaper Company," a close corporation with Hon. Carter H. Harrison as general manager and editor. In his salutatory to the public the new editor pledged that "The *Times* would be a first-class newspaper, democratic in principles, but not a slave to party. That it would be no man's organ and would have no hobbies to ride and no axes to grind." The paper is now free from all former complications, owes no debts, has abundant financial backing, and bids fair to attain to its former prosperity. The force of Mr. Harrison's personality is evident in every edition of the paper. The make-up has been greatly improved. It is plain that there is a better spirit in the office that at any time since Mr. James J. West was in control, and that men are at the heads of departments who understand the wants of the public and know something of the means employed to meet them. Mr. Harrison was four times elected Mayor of Chicago. He is a man of culture and of experience in the ways of life, home and abroad.

Tribune.—Location of publication office, southeast corner of Madison and Dearborn sts. The Chicago Tribune Company, proprietors. Joseph Medill, editor-in-chief. The *Chicago Tribune* is a daily newspaper, with every equipment necessary to the successful conduct of a great journal. It has the advantages of age and experience, and the means to present to the public the fullest and most reliable information of events transpiring in the world. Its building, erected after the great fire of 1871, on the site of the former structure, was planned and completed for the home of a great newspaper. There is no facility lacking. Its presses, manufactured to order, combine the very latest improvements, and have the speed necessary to supply any demand that may arise. In every department where mechanics are important, the *Tribune* is unsurpassed. In its arrangements for the collection of news the *Chicago Tribune* acknowledges no superior in its profession. Its correspondents, many of whom have a national reputation for their intimate knowledge of, and prominence in, political and social affairs, are under instruction to deliver to the *Tribune*, up to the latest hour in every morning of the year, impartial and full reports of every event, regardless of expense. Its financial reports are relied upon by bankers, capitalists and operators; its record of occurrences at home makes it a family daily; its political and literary features are among the ablest and most discriminating in the country. The history of a great newspaper, like the *Chicago Tribune*, is of interest, not only in its own country, but to the people of the world who will be in Chicago during the next few months, and to whom the *Tribune*, through the editor of this work, extends a welcome invitation to make an inspection of its building and the operations necessary to the making up a complete record of the daily "map of life." The first number of the *Chicago Tribune* was issued on the tenth day of June, 1847, in the third story of a building on the corner of Lake and La Salle sts. One room was sufficient for its humble beginnings. Its founders were James Kelly, John E. Wheeler, Joseph K. C. Forrest and Thomas A. Stewart. The history of the paper from that time until 1854 is one of trials. The town of Chicago was in its swaddling clothes; people were poor; facilities for gathering news were few and oftentimes there were none at all. In 1854, two important events in the history of the *Tribune* had occurred. One was the issuing of a tri-weekly, the other the publication of Associated Press dispatches, which association the *Tribune* assisted in organizing, and of which it remains a member.

Up to this time, several changes had taken place in the proprietary interests and management of the *Tribune*. It was about this time that Mr. Joseph Medill, now editor-in-chief and principal owner, came to Chicago from Cleveland, O., and purchased an interest in the *Tribune*. In 1855 he became managing editor and business manager and organized a staff. It was at this time that the *Chicago Tribune* commenced to assume the features of a metropolitan daily newspaper. The old press, previously operated by hand, was removed to make room for a steam-power press. From that day until the present, the standing question in the *Tribune* office has been, "How can we get more presses and faster to reach the daily increasing circulation?" In 1858 the *Tribune* absorbed the *Democratic Press* of this city and for a while the paper was issued as the *Press and Tribune*.

In 1860 the name of the paper was restored, and in 1861, under an act of the legislature, the *Tribune* Company was incorporated with a capital of $200,000, the principal stockholders being J. L. Scripps, William Bross, Charles H. Ray, Joseph Medill and Alfred Cowles.

Mr. Medill became editor-in-chief in 1874, and has had the controlling interest since. It is under his administration that the paper has reached its present extraordinary success. In 1871 occurred the fire which forms one of the pages of the world's history. On the night of the 8th of October in that year, one-half of the *Tribune* had been printed. [This was before the present system of printing an entire paper at once was known.] The facts, incidents and other data of the fire had been written and sent to the composing room.

But before the hour of going to press the flames had reached the *Tribune* buildings and driven out every occupant. It was soon in ruins, but two days later the *Tribune* reappeared.

The greatness of the *Tribune* was thus shown in its resources. Its home was in ashes Monday night. On the following Wednesday it had reappeared. Mr. Medill procured a temporary building on Canal st., near Randolph, and the paper was issued from there Wednesday morning, with a very full account of the greatest fire in the history of conflagrations.

In exactly one year from that date the *Tribune* had completed its present building and moved into it. It required something more than money to accomplish these wonders. This something the *Tribune* still retains and it is that which has caused the daily circulation to travel upward from 2,240 in 1855, to more than 90,000 in 1891, and which has made it one of the greatest advertising mediums in the whole country.

It is not necessary to enlarge upon the history of the *Tribune*. The project of the World's Columbian Exposition was in part one of the suggestions of its editor and to its completeness he has contributed most valuable service and counsel.

NEWSPAPERS—WEEKLY AND OTHER PUBLICATIONS.

Among the weekly publications of Chicago there are many which rank with the best in the country. These, together with other publications of a general character, are mentioned below:

Advance.—Published by the Advance Publishing Company, 153 and 155 La Salle street, is the representative of the Congregational denomination for the Interior and West. Its first number was published in 1867. The Rev. W. W. Patton, D D., afterward president of Howard University, was its first editor, and the material interests were looked after by a syndicate composed of some prominent Congregational laymen of Chicago. This regime was succeeded a few years later by an editorial management conducted by General Chas. H. Howard and Rev. DeWitt Talmage, of New York. The firm of C. H. Howard & Co. were the publishers. In 1882 the Advance Publishing Company was organized and Rev. Robert West was elected editor and business manager, which position he held until his death. Upon the death of Mr. West, the management was assumed by the present grovernment: Mr. H. S. Harrison, editor and manager; Rev. Dr. F. A. Noble, Rev. Dr. Simeon Gilbert and Rev. J. A. Adams, editorial staff. Dr. Noble has since been succeeded by president Chas. F. Thwing, of Western Reserve University.

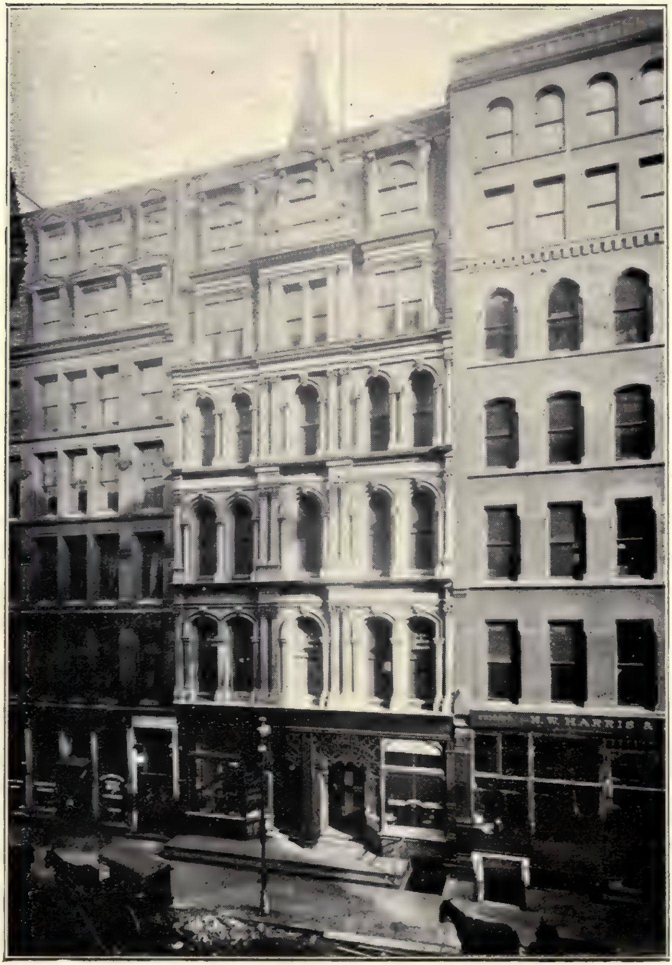
Banner of Gold, The.—Published at 296 Dearborn street. A weekly paper of 16 pages, illustrated by the best artists, printed upon heavy supercalendared paper, with a handsomely ornamented cover in old gold. It is edited by Colonel N. A. Reed, Jr., and Charles Eugene Banks, both old and well-known newspaper men. Among its leading contributors are Opie Read, Stanley Waterloo, John J. Flinn, Dr. Leslie E. Keeley, Martha Howe Davidson, LeRoy Armstrong, John McGovern and other popular writers. While the *Banner of Gold* is the organ of the bi-chloride of gold clubs, and gives much space to their interests, it occupies a wide literary and artistic field. It takes a high moral stand upon all questions of public interest. It advocates all measures for uplifting humanity, and in every respect is a family newspaper of superior excellence. The subscription price is $2.00 per annum, in advance.

Brainard's Musical World.—Location of publication office, 145-147 Wabash ave. The S. Brainard's Sons Company publishers. A valuable magazine for people of musical taste and culture and for professionals. Numbers among its contributors some of the best writers on musical subjects in the country. Subscription price, $1.50 per annum.

Chicago Dramatic Journal.—The Chicago Dramatic Journal is the successor of the Chicago Theatrical & Sporting Journal, which was established by Adams & Corbitt in June, 1882. The paper as originally printed was in newspaper form of six columns to the page, eight pages, and for five years had an average circulation of ten thousand copies per week. At this time the paper was incorporated under the title of the F. B. Adams Publishing Company, with a capital stock of $10,000, the form and title of the publication changed to that of The Sporting Journal, and in form made a quarto sheet of twelve pages, four columns to the page, printed on fine paper and richly embellished with engravings of prominent professional people. In this manner the paper was continued until February 2, 1891, when the publication and its good will was purchased by Hunt & Jenney, the paper increased in size to sixteen pages, and the name changed to that of the Chicago Dramatic & Sporting Journal. Hunt & Jenney continued together in its publication for seven months, when Eugene Hunt purchased the interest of Mr. Jenney, becoming sole proprietor of the paper, and in his hands the word "Sporting" was eliminated from the title as well as from the matter and make-up. The work of reconstruction was thorough in every department, the desire being to make The Journal a representative, high-class dramatic publication. This has steadily increased in influence and circulation, and to-day stands prominent among the publications of its class in America. It is handsomely printed, and is in every respect a model Dramatic sheet. It is centrally located and has pleasant, cosy offices in the Chicago Opera House Block.

Chicago Eagle, The.—Established in 1889 as an independent political newspaper. It is devoted exclusively to politics, and is extensively read, not only in Chicago, but throughout Illinois and the Northwest. It has a regular weekly circulation of over 22,000, and has been a financial success from the start. Henry F. Donovan is the proprietor and editor. The *Eagle* enjoys an advertising patronage second to no weekly in Chicago. It is very popular with all people taking an interest in politics. Price (subscription), $2 per year.

Citizen, The—A weekly newspaper devoted to American and Irish interests, was established by Hon. John F. Finerty on Saturday, Jan. 14, 1882, and has consequently entered on its eleventh year. In politics it is independent, and, although friendly to the Catholic idea, it is entirely a secular paper. It believes in the union of all races and creeds for the common good ; believes also in a stalwart foreign policy for America ; is a protectionist in principle, and an unswerving advocate of the independence of Ireland. It has a large constituency throughout the Union and Canada, but particularly in the Northwestern States.



[Engraved for The Standard Guide Company.]

DEARBORN ST.—THE "JOURNAL" AND STOCK EXCHANGE BUILDINGS

[See "Newspapers" and "Exchanges."]

Credit Company, The.—Officers in the Pontiac Building. This company has achieved such marked and deserved recognition throughout the United States and Canada, by reason of the efficient character of its publications, as to become of special interest to bankers, commercial houses, attorneys, or any one doing business through correspondents. Its annual bank directory, "The Bankers and Attorney's Register," is generally recognized as a model of arrangement, compilation and authenticity, not only bearing the indorsement of the United States treasury department, but also the stamp of patronage from every city, north, south, east and west. In addition to its adoption as a bank directory of the most recent and authentic compilations, it also lies upon the counters of business houses for ready reference in the issuance of drafts or other correspondence with banks, or for the purpose of claims, giving a system of guaranteed collections, embracing carefully selected attorneys in every city and town. The Banker's and Attorney's Register is supplemented by the *Credit Review*, a monthly review of the financial and business world, an epitome of the experience and opinions of leaders in finance, commerce, and trade generally. The circulation of there publications is not confined to any one section, but is as general as is the distribution of trade and commerce throughout the United States and Canada.

When one considers the ever-changing condition of banks, their officers, capitalization and profits, their organization in both new and old territory, some approximate idea may be had of the enormous mails, correspondence and reports necessary for the successful and accurate compilation of these works, to date of each issue. Not to speak of the machinery of publication, and afterward of the selection and equipment of reliable agents who shall distribute, renewing with regular patronage, and introducing with new throughout the land.

Economist The.—Location of publication office, 59 Dearborn street. Clinton B. Evans, editor. A weekly financial, commercial and real estate newspaper, with intermediate issues whenever any great event in its field demands. It is the only newspaper in Chicago making a specialty of the money and security markets, grain and provisions and real estate, and has had an exceptionally successful career. It is the authority on the subjects of which it treats, and has a large circulation in Chicago and elsewhere. The bankers, brokers, capitalists, real estate owners and dealers, intelligent merchants and students of finance in Chicago are, almost without exception, among its readers, and it has a good and rapidly growing circulation at other points in this country, as well as in London, England, whose financiers look to it for a considerable part of their information on such American business affairs as they are interested in. The *Economist*, employing recognized experts for its various classes of work, and spending money freely, is pretty sure to get the best there is in the line of news and comment. The financial and commercial interests of Chicago are growing so rapidly that an abundance of capital and enterprise are required to keep a newspaper abreast of the times. The Economist Publishing Company, which owns the *Economist*, seems to possess both of these requisites in abundance.

The *Economist* publishes weekly a leading article entitled "The Business Situation," which sets forth the condition of business affairs the world over; a full descriptive and statistical department under the head of "Grain and Provisions;" an instructive page or more on "Money and Securities in Chicago;" a review of the New York stock market; and an elaborate presentation of the real estate news of Chicago and vicinity, often taking up ten pages or more. A Life Insurance department is one of the more recent features. It is under the supervision of one of the ablest writers on that subject in the United States. In addition, there are articles each week on important economic subjects written by the most capable experts.

The *Economist*, although started as recently as October, 1888, has reached a very high position among American publications.

Farmers Review, The.—Publication office, suite 1102 and 1103 Owings building; Messrs. Hannibal H. Chandlar & Co., proprietors, established in 1878. It is published every Wednesday, and presents to its readers a large amount of practical information in the smallest possible space. Its market reports are full; its departments of agriculture, horticulture, stock, dairy, poultry and apiary, contain articles of a practical nature from the best writers, while the household department will be found full of original and selected matter, interesting to adults and instructive to the young. It has full reports of all fairs, stock shows, conventions, etc., and has a regular organized corps of crop correspondents. The editorial department is under the charge of Mr. A. S. Alexander, a gentleman of long practical acquaintance with the needs and requirements of farmers, and a clever and forcible writer.

Figaro.—Publication office, Pontiac building, 358 Dearborn street; a society and literary paper, which has attained great popularity, and a large circulation among the *elite* of the city. Mr. Harold Wynne, a young writer of considerable distinction in his profession, is the editor. W. G. F. Dailey is the proprietor.

Exposition Graphic, The.—A quarterly edition of the weekly *Graphic* devoted to the World's Columbian Exposition. Fifty-six pages. Printed in English, German, French and Spanish. The *Exposition Graphic* is conducted upon a broad and comprehensive knowledge of the benefits and material advantages to accrue to the United States and to the nations of the world from the great international peace congress; and its efforts in exploiting the magnificence of the enterprise abroad and at home is doing much to increase the interest in the great undertaking. The numbers of the *Exposition Graphic* will undoubtedly form the most complete and admirable history of the inception, progress and unparalleled success of the Columbian Exposition that will be printed, its artistic excellence surpassing anything before seen in America. The Graphic Company, publishers. Offices Dearborn and Harrison streets, Chicago.

Furniture.—Among the many trade journals that have done so much towards making Chicago world famous as a city of manufactures and trade, few, if any, have risen more rapidly than *Furniture*, published by Furniture Company, C. M. White and G. W. Harvey, publishers and proprietors. The publication offices are at rooms 1010 and 1011 Pontiac building. Subscription price $2 a year. This journal was started in a small job office on the West Side, in March, 1889. The publishers had little capital, but being practical printers and journalists of several years' experience, they had unbounded faith in Chicago, present and future, and their labors were rewarded with success from the start. *Furniture* is read in every State in the Union; is bright, clean, handsomely illustrated, and contains an average of about sixty-eight pages of advertisements, illustrations and reading matter. C. M. White, editor; Geo. W. Harvey, business manager.

German-American Miller, The.—This is the only German-American representative of the trade named published in this country. It was founded in 1877, and for ten years thereafter was printed entirely in the German language. The paper presents the milling news from both Germany and America, and reaches the German milling trade in all parts of Europe and North and South America. At present it appears with parallel columns, German and English, which latter feature has proven very successful. Eugene A. Sittig & Son, proprietors; publication office, Lake and Clark sts.

Graphic, The.—An illustrated weekly newspaper. Twenty-four pages. The only illustrated weekly in the West maintaining the highest standard of literary and artistic excellence, and the only one in Chicago having a national circulation and influence. The *Graphic* was the first illustrated weekly newspaper to receive cordial support from the citizens of Chicago and to be recognized throughout the West as an exponent of illustrated journalism second to no other publication of its class in the country. Chicago is realizing its destiny of becoming the art and literary center of America, and the *Graphic* is an admirable indication of the remarkable progress being made in this direction. The growth of this enterprising journal, in circulation, has been of the most gratifying nature, and though the youngest of the great illustrated weeklies it must at an early day receive universal recognition as the foremost periodical of the country. The ablest writers and most skillful artists contribute to its pages. G. P. Engelhard, editor and general manager. The *Graphic* Company publishers. Issued every Saturday. Offices, Dearborn and Harrison streets, Chicago.

Inland Architect and News Record, now in its tenth year of continuous publication, has acquired a national reputation for its illustrations and technical articles. In addition, its pages are a complete record of the proceedings of the numerous architectural organizations of the country. It easily ranks among the handsomest technical publications of America, and has a national circulation. The *Inland Architect* is a beautiful publication, and contains matter and engravings which most interest laymen as well as architects and builders. Publication office, *Tribune* Building.

Inland Printer, The.—The leading trade journal of the world in the printing art, now located in its new home at 212 and 214 Monroe street, is the recognized standard authority on all matters pertaining to the graphic arts. Nine years ago it began as a twenty-four page paper, and year by year it has steadily increased in size, beauty and interest until at present it appears each month with from 100 to 124 pages—an art magazine of wide circulation and influence. Under the management of its founder, Mr. Henry O. Shepard, progression has to a marked degree been exemplified in the conduct of this journal. Twice the office of publication has been moved, and on January 1, 1892, a third change was made to its present fine offices at 212–214 Monroe street. Nothing is spared to make *The Inland Printer* a model of its class, and the effort is admirably successful.

Interior, The.—One of the oldest of the religious weeklies of Chicago, and one of the best. Founded in 1868. If it has any unique position in Western journalism it may be denominated as that of the leading religious weekly of Chicago and the West. It certainly is that from the standpoint of circulation and influence. Its proprietors are the estate of the late Cyrus Hall McCormick and W. C. Gray, Ph. D., the latter being senior editor. Publication office 69 Dearborn street.

Iron Age, The.—Published weekly in New York, maintains an important branch office at 59 Dearborn street, Chicago. Business manager, J. K. Hanes. Western associate editor, Geo. W. Cope. *The Metal Worker* is issued under the same management.

Legal Adviser, The.—Founded A. D. 1861, by the late Hon. E. M. Haines. In 1867, it was chartered as a corporation, by special act, approved March 1, of that year, the charter declaring this weekly paper "the proper medium for the publication of all legal notices required to be published in the County of Cook. The paper was under the editorial direction of Mr. Haines until his death in April, 1889, when it passed under the control of F. C. Haines, who is now president of the company. *The Legal Adviser* is the oldest law periodical in the republic, excepting one (*The Legal Intelligencer* of Philadelphia). The monthly edition is especially devoted to information on affairs of local self-government, and has a very wide circulation throughout Illinois, Iowa, Wisconsin, Michigan, and generally where township organization prevails. Andre Matteson editor.

Lumber Trade Journal.—Established as a 16-page quarto, in 1881, by S. D. Morgan, then secretary of the Retail Lumber Dealers' Association of Illinois, as the organ of that association; was purchased in 1887 by an incorporated company with a capital of $12,000, of which George W. Hotchkiss, for many years secretary of the Lumberman's Exchange of Chicago, a veteran lumberman of forty years' experience, and the acknowledged lumber statistician of the Northwest was president and took editorial charge, while Walter C. Wright, who had several years previously succeeded Mr. Morgan as secretary of the Retail Dealers' Association assumed the business management. By the untiring efforts of these gentlemen the *Lumber Trade Journal* has entered the front rank of class journalism, and from a 16-page issue has increased to 56 pages, with a circulation of 5,000, and has become the recognized authority in all branches of the lumber traffic of the nation.

National Builder, The.—Now in its fourteenth volume is a monthly publication, devoted to building and kindred interests. Edited by Geo. O. Gamsey, architect. Each issue contains one or more complete sets of plans of dwellings, business or public buildings with color plates and detail drawings. An excellent advertising medium for all dealers in building materials. Subscription price $3.00 per year prepaid.

Nederlander, De.—Founded in 1882. H. A. Masman, publisher and editor, office 493 Center avenue. Is the only Holland weekly in the State of Illinois. It is published every Friday. It is Republican in politics.

Norden.—A weekly republican newspaper in the Norwegian language, was established nineteen years ago by Mr. I.T. Relling. During the first ten years Mr. H. Hande was managing editor. When he resigned the position, the paper had a circulation of 10,000, scattered all through the Northwest. Mr. Hande was succeeded as editor by Prof. Th. Bothne, who had charge for two years, when Mr. Hande resumed the editorship and continued it until his death in 1887. He was succeeded by the present editor, Mr. P. O. Stromme. In the summer of 1888 Mr. Stromme changed the policy of the paper, making it Democratic. As a consequence many of the old subscribers dropped off, but they were quickly replaced by new ones. In the fall of '89 a daily edition was established under the name *Dagbladet*. This was issued every afternoon until in July, 1891, when it was discontinued. In August, 1890, Mr. Relling sold *Norden* and the daily edition *Dagbladet* to Norden Publishing Co., Mr. Relling ontinuing as manager until his death in February, 1891. *Norden* is now published by the company, whose president is Mr. Paul O. Stensland, the banker. Mr. P. O. Stromme is still managing editor. The paper is eight pages of seven columns, is Democratic in politics and has a wide circulation, especially in Wisconsin and Minnesota. It also circulates in all the other states in which there are Norwegians, and in Norway, the Sandwich Islands and Iceland, and a few copies are sent to South Africa and Madagascar.

Northwestern Christian Advocate.—Provision was made for the publication of the *Northwestern Christian Advocate* in Chicago, by the General Conference of the Methodist Episcopal Church in 1852. Issue was begun with January, 1853. Rev. J. V. Watson was the first editor and was succeeded by Rev. Thomas M. Eddy (1856-1868), J. M. Reid (1868-1872) and Rev. Arthur Edwards the present encumbent (1872——). It is an official organ of the M. E. Church and has for its immediate patronizing territory Michigan, Iowa, Wisconsin, Minnesota, the Dakotas and part of Colorado, Nebraska and Indiana.

Northwestern Lumberman, The:—Established in 1873 by W. B. Judson, its present proprietor. It was first issued as the Michigan Lumberman at Muskegon, Mich., but removed to Chicago and the first number of the *Northwestern* was issued here in February, 1874. It was changed to a weekly in 1876 and is now the largest journal of its class in the country. It is devoted entirely to the lumber trade and is particularly distinguished as a trade *news* paper. It contains from 20 to 24 pages of reading matter weekly, and nearly every issue is illustrated. It contains market reports from all important markets in the United States and Canada, and makes a feature of publishing annually tabulated statements of pine lumber and shingle production throughout the northwestern states. Subscription price $4 a year.

Occident, The.—Location of publication office, Lake and La Salle streets, (Marine building.) THE OCCIDENT was called into life by Julius Silversmith and M. Hofmann in the year 1874, October 1st of that year. It is now in its twentieth volume and has attained a wide circulation in this country and abroad, and wherever English is spoken. It is an eight-page journal in the interest of the Jews, science, art and general news, etc., forty-eight columns, thirteens ems pica wide and twenty inches in length. It has always espoused republican principles. Its annual subscription price is $3. THE OCCIDENT is edited by some of the most eminent authors, and is the advocate for the most radical reforms in all religious creeds. It is published by the *Occident Publishing Co.*, since its inception. Mr. Julius Silversmith, M. A., is the editor-in-chief and also manager.

Orange Judd Farmer.—Location of publication office, 358 Dearborn street. The St. Paul *Farmer* was started at St. Paul, Minn., in 1886. In the summer of 1888 it was purchased and moved to Chicago, re-named the *Orange Judd Farmer*, and has since been published here under that title by the Orange Judd Farmer Co., of which Orange Judd is president and treasurer; George T. Judd, vice-president, and James S. Judd, secretary. The paper is devoted to agriculture and the home, having different departments with special editors for all the different phases of farm and home life. It is issued weekly, 16 pages, size 11x16, subscription price is $1.00, and circulation 35,000 copies weekly.

Prairie Farmer, The.—Established at Chicago in 1841. Circulation 35,000. A journal for the farm, orchard and fireside. Edited by Jonathan Periam. Issued weekly by *The Prairie Farmer* Publishing Company at 166-168 Adams street, Rand-McNally Building.

Presto, The.—A weekly journal devoted to the interests of music in general, is published at its business office and composing rooms, in the Como Block, 323–325 Dearborn street. The chief editor and manager is Mr Frank Abbott, who is eminently fitted to successfully manage such a journal, having had an extended experience as a musician, dealer and writer. The *Presto* was originally started in Des Moines, Iowa, in 1884, but removed to Chicago in June, 1888, when it was a monthly paper; shortly after, it became semi-monthly, and in the spring of '91, again changed to a weekly paper. Visitors are always cordially welcomed at its offices, and a perusal of its columns will show that it is a bright, newsy journal, keeping apace with the times.

Railway Age, The.—The *Railway Age* is a consolidation of the *Railway Age* and *Northwestern Railroader*. The *Railway Age* was established in Chicago in 1876, by Messrs. E. H. Talbott and H. R. Hobart. The *Northwestern Railroader* was established in Minneapolis in 1887 by H. P. Robinson, the place of its publication being transferred in 1888 to St. Paul, Minn. The respective papers remained in charge of the gentlemen named unil September, 1891, at which date the founder of the *Northwestern Railroader* purchased the *Railway Age* from Messrs. Talbott & Hobart and consolidated the two papers into the present publication, which is published at the Home Insurance building, No. 205 La Salle street, Chicago. The editors of the paper now are H. P. Robinson, H. R. Hobart and W. D. Crosman. The officers of the company are H. P. Robinson, president; H. R. Hobart, vice-president; H. M. Wilson, secretary and treasurer. The paper is published weekly, on Fridays, the subscription price being $4 a year.

Sullivan's Law Directory.—William B. Sullivan's Chicago Law Directory for 1891 contains the names of 2,454 attorneys, as against 2,220 in 1890. During the year sixty-six left the city, thirteen out of practice, and twenty-seven died. About 261 new lawyers were admitted to the bar, making the total now in practice 2,392.

Universalist, The.—Published at 69 Dearborn st., room 40 and 41, by the Western branch of the Universalist Publishing House, Boston, is one of the oldest religious newspapers in the city. It is a consolidation of the *Star in the West*, Cincinnati, established 1827, and the *New Covenant*, of Chicago, established in 1845 or 1846. The *Universalist*, under its present name, is in its eighth annual volume. It is the organ of the Church which it represents, signified in its name, for the interior and Western States. It is a large eight-page paper, and is published every Saturday, as above, at $2.50 per annum. Rev. J. S. Cantwell, DD., is the editor, assisted by regular contributors in the several States.

Union Signal.—The organ of the World's and National Woman's Christian Temperance Union is a weekly temperance and literary journal. The editorial corps consists of Miss Frances E. Willard, Lady Henry Somerset, Mary Allen West, Margaret A. Sudduth and Mrs. Harriet M. Kells. Some of the ablest writers of the day are among its contributors. It is published by the Woman's Temperance Publishing Association, 161 La Salle street; Mrs. F. H. Rastall, business manager.

Saturday Evening Herald. — *The Saturday Evening Herald,* the recognized organ of polite society, and authority upon all matters of a social nature, was founded in 1875 by George M. McConnel, Lyman B. Glover and John M. Dandy. In 1880 Messrs. Glover and Dandy purchased the interest of Major McConnel, and the firm was known as Glover & Dandy until 1884, when a stock company was formed, Judge E. R. Paige becoming a stockholder. In 1886 John M. Dandy purchased the interest of Mr. Glover, assuming the editorial and business management of the paper. In the seventeen years of its existence the *Saturday Evening Herald* has gained a wide and influential circulation among the best families of this city and the towns tributary, and is to-day probably the most favorably known literary, dramatic, musical and society journal in the West. The publishers have aimed to provide for their constituency a clean, wholesome and readable paper, free from sensationalism and the offensive features peculiar to many so-called society journals, and the high esteem in which the *Saturday Evening Herald* is held to-day by the public and the press is the most conclusive evidence of its success in its chosen field. The offices of the *Herald* are located in the Grand Opera House, No. 89 Clark street.

OUTLYING CHICAGO.

Both for the sake of convenience and in order to avoid confusion in their arrangement, the outlying communities of Chicago, whether they might be properly classed as districts of the city proper, as environs, suburbs, villages or independent towns, will be treated under this heading. It would be impossible to separate or to classify them under separate headings without trying the patience of the reader, who above everything else is seeking ready information stripped of all unnecessary form. There must, however, be a few exceptions to this rule. Some of the annexed villages, towns and cities have been so closely identified with the city itself for years past, that it would be out of the question to speak of them as distinctive communities now.

CITY AND ENVIRONS.—For the benefit of the visitor it may be as well to state here that Chicago like London is in part "The City" and in part the districts, environs, suburbs, towns and cities which since its settlement have grown up around it, and which from time to time have become annexed. Like London, the parent community will probably always in the future be known as "The City," while the annexed districts will continue to bear their distinctive names, as do Cheapside, Piccadilly, Whitechapel and other well known sections of the British Metropolis. Hyde Park will always be Hyde Park, Bridgeport will always be Bridgeport, Lake View will always be Lake View, and so on, notwithstanding the fact that as distinctive communities they have completely lost their title to consideration. Chicago is justly proud of her beautiful surroundings. She is the central diamond of a magnificent cluster. What has been lacking in natural scenery in the country about has been made up by the taste, the genius and the industry of the people who have dotted the prairies with villas as charming as any that ever encircled the neck of a metropolis, ancient or modern. It must be inconceivable to the residents of the cities of Europe, and it will be one of the revelations which will come upon those of them who shall visit us during the next two years that the citizens of Chicago, with all their love for the bustle and turmoil of metropolitan life, with their almost insane predilection for clamor, their ill-concealed regard for smoke, their almost mad penchant for high buildings and crowded thorohugfares, should be at the same time subject to a perfect craving for the quiet of suburban homes—away from all the noise, smells and jostlings which during the fleeting hours of the busy work-day they love so well. It is a paradox. The beautiful boulevards and residence streets of the city afford many thousands almost the repose of the country, but only the very wealthy in these days are able to enjoy the luxury of mansions and grounds within walking distance of the business center. The great majority of the business and professional people of the city, who desire, first of all, homes of their own, find that the suburbs offer them advantages in this respect which could not be obtained in the city. It is a constant source of satisfaction to the suburban resident of moderate means that he can surround himself with comforts denied the city resident of large means. With rapid and comfortable transit; with recent and almost marvelous improvements in their sewerage, water and illuminating systems; with educational facilities equal and in many respects superior to those which may be had in the city; with religious and social advantages of a character to satisfy the most exacting demands of a moral and refined people; the suburbs have grown at a most remarkable rate, both in number and in beauty. The stranger, bent upon carrying away an intelligent idea of Chicago and her surroundings, should not miss the opportunity while here of visiting the suburbs and charming resorts in this vicinity.

RAILWAY LINES AND DEPOTS.—The facilities for transit afforded by the various railway lines centering in Chicago are complete and admirable. The following lines care for the suburban traffic:

ATCHISON, TOPEKA & SANTA FE.—Central depot Polk st. and Third ave. Take State st. cable line or Dearborn st. horse car line.

BALTIMORE & OHIO.—Central depot, Harrison st. and Fifth ave. Only a short walk from the business center.

CHICAGO & ERIE.—Central depot Polk st. and Third ave. Take State st. cable or Dearborn st. horse car line.

CHICAGO & ALTON.—Central depot Canal and Adams sts., West Side. Take cars going west on Adams, Van Buren or Madison sts. Only a short walk from business center.

CHICAGO & EASTERN ILLINOIS.—Central depot Polk st. and Third ave. Take State st. cable or Dearborn st. horse car line.

CHICAGO & GRAND TRUNK.—Central depot Polk st. and Third ave. Take State st. cable or Dearborn st. horse car line.

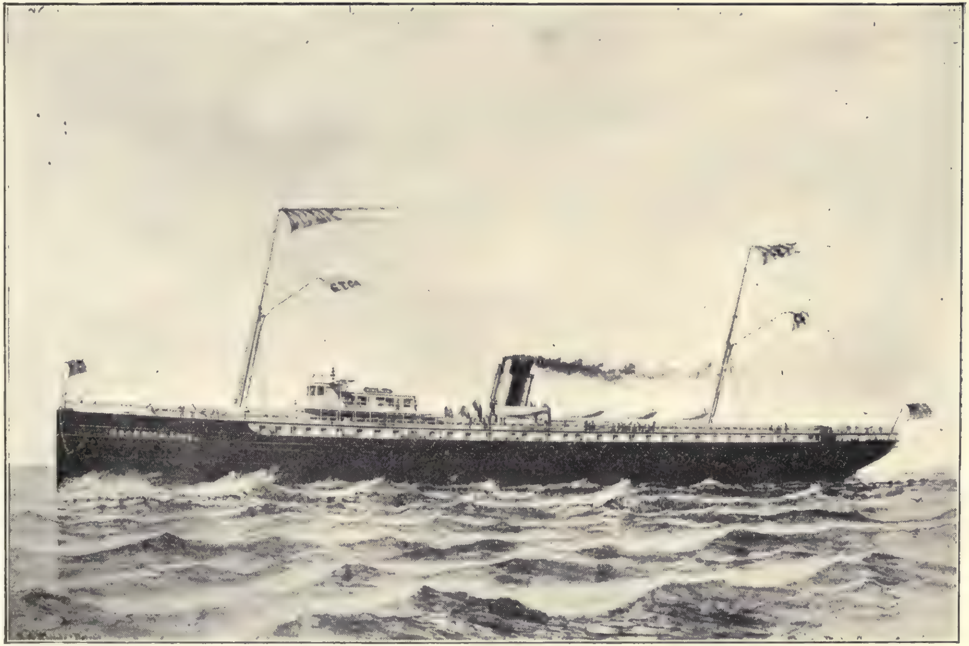
CHICAGO & NORTHERN PACIFIC.—Central depot Fifth ave. and Harrison st. Take Van Buren st. cars going west from State or south from Madison sts., or Harrison st. line.

CHICAGO & NORTH-WESTERN.—Central depot Wells and Kinzie streets, North Side. Take Dearborn, State or Wells street car going north. Only a short walk from business center.

CHICAGO, BURLINGTON & QUINCY.—Central depot Canal and Adam streets, West Side. Take Adams, Van Buren or Madison street car going west. Only a short walk from business center.

CHICAGO, MILWAUKEE & ST. PAUL.—Central depot Canal and Adams streets, West Side. Take Adams, Van Buren or Madison street car going west. Only a short walk from business center.

CHICAGO, ROCK ISLAND & PACIFIC.—Central depot Van Buren and Sherman streets. Take cars on Clark street or Fifth avenue going south. Only a short walk from business center.



[Engraved for The Standard Guide Company.]

THE GOODRICH LINE STEAMSHIP, "VIRGINIA."

[See "Guide."]

CHICAGO, ST. LOUIS & PITTSBURG.—Central depot Canal and Adams streets, West Side. Take Adams, Van Buren or Madison street car going west. Only a short walk from business center.

CHICAGO, ST. PAUL & KANSAS CITY.—Central depot Harrison street and Fifth avenue. Take Van Buren street cars going west from State or south from Madison street, or Harrison street line.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS ("The Big 4").— Central depot foot of Lake street Only a short walk from business center.

ILLINOIS CENTRAL.—Central depot foot of Lake street. Only a short walk from business center.

LAKE SHORE & MICHIGAN SOUTHERN.—Central depot Van Buren and Sherman streets. Take cars on Clark street or Fifth avenue going south. Only a short walk from business center.

LOUISVILLE, NEW ALBANY & CHICAGO ("Monon Route").—Central depot Polk street and Third avenue. Take State street cable or Dearborn street car line.

MICHIGAN CENTRAL.—Central depot foot of Lake street. Only a short walk from business center.

PITTSBURG, FORT WAYNE & CHICAGO.—Central depot Canal and Adams streets, West Side. Take Adams, Van Buren or Madison street car going west. Only a short walk from business center.

WABASH.—Central depot Polk street and Third avenue. Take State street cable or Dearborn street horse car line.

A large number of new and very popular suburbs have been laid out and partially built up within the past year, the names of which do not as yet appear in the railroad time tables. These, together with all others, will be referred to in their alphabetical order in the following pages.

NORTH AND SOUTH SHORES OF LAKE MICHIGAN.—Locally, the country skirting Lake Michigan north of the city of Chicago is known as the "North Shore," and south of the city as the "South Shore." Thus, the term "North" or "South" shore of Lake Michigan is used in this guide with reference to the location of suburbs, etc., in either direction, without reference to the geographical boundaries of that body of water in a larger sense.

Alpine.—Situated on the Wabash, St. Louis & Pacific railroad, 26 miles from the City Hall.

Altenheim.—Situated on the Chicago & Northern Pacific railroad, 10½ miles from the City Hall. Here is located the German Old Peoples' Home. [See German Old Peoples' Home.]

Antioch.—Located on the Chicago & Northern Pacific railroad, 54 miles from City Hall.

Argyle Park.—Situated on the Evanston division of the Chicago, Milwaukee & St. Paul R. R., five and a half miles from the City Hall. The history of Argyle Park dates back but a few years. W. C. Goudy owned the land upon which it stands, and to develop it he procured the construction of the railroad. Upon the completion of the road he conceived the idea of building an ideal suburban town. With this end in view he laid out the streets and avenues of generous proportions, platted the ground into lots 50x150 feet, built a depot, macadamized the streets, put in stone curbings and laid concrete sidewalks. To provide a water supply he had the town connected with the Lake View water system. For lighting purposes the town was connected with the gas works. The sanitary conditions of the town are perfect, there being a double system of sewerage, one to the north and one to the south. Building restrictions and all the little details that go to make the whole perfect have been attended to. A regular force of men is employed to keep the streets in repair, to remove the garbage and to clean the snow from the sidewalks in winter. The Sheridan drive has done wonders for the town as well as for all the North Shore. Many of the residents of Argyle Park never use the steam cars as a means of transportation. A much more charming mode of getting to and from their places of business is a drive of thirty minutes along the incomparable Sheridan road and through matchless Lincoln Park.

Arlington Heights.—Situated on the Wisconsin division of the Chicago & North-Western railway, twenty-two and a half miles from the City Hall.

Auburn Park.—Located on the Chicago, Rock Island & Pacific railroad, nine miles from the City Hall, and accessible by the Chicago & Eastern Illinois railroad. One of the most beautiful of the southern suburbs of Chicago. This charming place is but a few years old, and has already a population of nearly 4,000, composed almost wholly of the best class of business and professional people. The land it covers was formerly the property of Messrs. Geo. M. Pullman, Esq , and C. M. Henderson, Esq., who purchased it for the purpose of building a perfect suburban town. Messrs. Eggleston, Mallette & Brownell, one of the largest and most responsible real estate firms in Chicago, secured the contract for putting in the improvements. No sooner had they begun work than they at once recognized the fact that the natural advantages of the location were bound to do wonders in establishing a town. They made overtures for the purchase of the land, and finally succeeded in obtaining possession of it. As soon as they obtained possession of the property they began improvements on a magnificent scale. Over half a million dollars were spent in this way before the property was offered for sale. The streets were all macadamized, stone sidewalks built throughout, and a double system of sewerage put in. Pipes were laid eight and ten feet below the ground and connected with the city system. Other pipes were laid for surface drainage. They were so constructed as to be automatically flushed, thus absolutely preventing an acccumulation of sewer gas.

Aurora.—Situated on the Chicago, Burlington & Quincy railroad (three divisions), Chicago & Iowa, Chicago & North-Western, and Elgin, Joliet & Eastern railroads, 39 miles from the City Hall. This beautiful and prosperous town is located on the Fox river. Here are to be found the extensive shops of the Chicago, Burlington & Quincy railroad, and many other important industries. The town is laid out handsomely; it has numerous fine buildings, stores, hotels, railroad depots, opera house, public halls, churches, etc., and is, from a business and a social point of view, one of the most inviting of Illinois towns. From a population of 11,873 in 1880, it grew to 19,634 in 1890. Although so far removed from the city, many Chicago people reside in Aurora.

Austin.—Situated on the Galena division of the Chicago & North-Western railroad, 6½ miles from the City Hall. Austin is one of the nearest of Chicago's suburbs, and one of the most delightful. It has grown from a little hamlet of 900 people to a town of 4,200 within a few years, and gives promise of becoming a most important point in the near future. The topography of the surrounding country is in no wise different from the other towns on the North-Western road. It lies on the first ridge west of the city, and is from ten to twelve feet above the level of the lake. On either side of the town the country is low, rolling prairie land, making it easy to drain.

It was not until after the big fire that Austin began to give promise of future prosperity. The suburban fever reached to the town, and it grew rapidly. There are many things that go to make it an attractive place and a desirable one for a quiet suburban home. The early settlers set out an abundance of trees of all kinds, and to-day the town gives the appearance of a natural forest. Its modern growth has given rise to a series of buildings whose architecture is diversified and pleasing. The sanitary conditions are perfect. The drainage is to the south, into Mud lake, with a fall of thirty feet. The water supply comes from Oak Park, the pumping works of that place supplying Austin among other towns. An electric street railroad runs through the town, giving the people cheap fare.

Avondale.—Situated on the Wisconsin division of the Chicago & North-Western railway, five and a half miles from the City Hall.

Barrington.—Situated on the Wisconsin division of the Chicago & North-Western railway, 31½ miles from the City Hall. A prosperous country town.

Batavia.—Situated on the Galena division of the Chicago & North-Western railway, 36 miles from the City Hall.

Bayer.—Situated on the Chicago, St. Louis & Pittsburgh railroad, near Greenwood.

Bensonville.—Situated on the Chicago, Milwaukee & St. Paul railway, 16 miles from the City Hall.

Benton.—Situated on the Milwaukee division of the Chicago & North-Western railway, 40 miles from the City Hall

Berwyn.—Situated on the Chicago, Burlington & Quincy railroad, nine and a half miles from the City hall. The Wisconsin division of the Illinois Central railroad, and the proposed line of the Ogden avenue elevated road also run by the property. The site was partially subdivided about twenty years ago, streets graded and trees planted, when the panic of '73 stopped all further improvements. Not a house nor even a depot had been erected. The property then lay idle until the summer of 1890, when Wilber J. Andrews and Charles E. Piper purchased 106 acres, laid out a town site, built a $5,000 depot and christened the place "Berwyn." Since then, brick store buildings, a stone church and about one hundred residences (costing from $2,500 to $10,000 each) have been erected, and over seven miles of streets macadamized. A postoffice and express office have also been established. Messrs. Andrews & Piper have recently bought 105 acres adjoining their original purchase and built another depot at Riverside avenue. They now control about ten miles of street frontage. No building costing less than $1,500 is permitted in Berwyn. Saloons are prohibited and a uniform building line established for the entire suburb. These restrictions are attracting to it a very desirable class of residents. A complete system of sewage is now in process of construction. The "Berwyn Water, Fuel & Light Co." has recently been incorporated and will at once erect water works and lay pipes throughout the subdivision. Gas and electricity will soon be added. Berwyn's beautiful trees and the uniformly excellent character of its residences are the points which first impress a visitor.

Bloom.—Situated on the Chicago & Eastern Illinois railroad, 27½ miles from the City Hall.

Blue Island.—Situated on the Chicago, Rock Island & Pacific railway, 16 miles from the City Hall. A large suburb and one of the oldest.

Brainard.—Practically a part of South Englewood. The town was started but recently, and gives promise of rapid growth in popularity as well as in population.

Bremen.—Situated on the Chicago, Rock Island & Pacific railway, 23½ miles from the City Hall.

Brighton Park.—Situated on the Chicago, St. Louis & Pittsburgh and Chicago & Alton railroads, 7½ miles from the City Hall. A very pleasant little suburb within the limits.

Brisbane.—Situated on the Wabash, St. Louis & Pacific railroad, 35 miles from the City Hall.

Buena Park.—Situated on the Evanston Division of the Chicago, Milwaukee & St. Paul railway, within the city limits. [See Graceland Cemetery.]

Burlington.—Situated on the Chicago & Northern Pacific railroad, 72½ miles from the City Hall.

Burlington Heights.—Situated on the Chicago, Burlington & Quincy railroad, 20½ miles from the City Hall.

Calvary.—Situated on the Milwaukee division of the Chicago & North-Western railway, ten miles from the City Hall. A station of the village of South Evanston. [See Calvary Cemetery.] The trains of the Evanston division of the Chicago, Milwaukee & St. Paul railroad also stop here.

Camp McDonald.—Situated on the Chicago & Northern Pacific railroad, 25½ miles from the City Hall.

Camp Lake.—Situated on the Chicago & Northern Pacific railroad, sixty miles from the City Hall. A summer resort.

Canfield.—Situated on the Wisconsin division of the Chicago & North-Western railroad, 11½ miles from the City Hall.

Cary.—Situated on the Wisconsin division of the Chicago & North-Western railroad, thirty-four miles from the City Hall.

Cheltenham Beach.—Situated on the Illinois Central railroad and the South Shore of Lake Michigan, twelve miles from the City Hall. This place has been christened "The Coney Island of the West." A large hotel and restaurant, a great exhibition hall, an immense amphitheater for pyrotechnic displays on a mammoth scale; slides, and the various amusements incident to such a resort as Coney Island are to be found here.

Chicago Lawn.—Situated on the Chicago & Grand Trunk railway, 10 miles from the City Hall. A beautiful and popular suburb.

Clarendon Hills.—Situated on the Chicago, Burlington & Quincy railroad, 20 miles from the City Hall.

Clifton.—Situated on the Chicago & Grand Trunk railway, 18 miles from the City Hall.

Clintonville.—Situated on the Galena division of the Chicago & North-Western railway, 39 miles from the City Hall.

Clyde.—Situated on the Chicago, Burlington & Quincy railroad, 10 miles from the City Hall.

Colehour.—Situated on the Lake Shore & Michigan Southern railway, 13 miles from the City Hall. A manufacturing suburb.

Conleys.—Situated on the Wabash, St. Louis & Pacific railway, 19 miles from the City Hall.

Cortland.—Situated on the Galena division of the Chicago & North-Western railway, 55¼ miles from the City Hall.

Crawford.—Situated on the Chicago, Burlington & Quincy railroad, 7 miles from the City Hall. A pretty suburb.

Crete.—Situated on the Chicago & Eastern Illinois railroad, 31 miles from the City Hall.

Crown Point.—Situated on the Chicago, St. Louis & Pittsburg and Chicago & Erie railroads, 41 miles from the City Hall.

Crystal Lake.—Situated on the Wisconsin division of the Chicago & North-Western railroad, 43 miles from the City Hall. A popular summer fishing and camping resort.

Cummings.—Situated on the New York, Chicago & St. Louis (Nickel Plate) and on the Chicago & Erie railways, 15 miles from the City Hall. A manufacturing suburb of great promise.

Cuyler.—Situated on the Milwaukee division of the Chicago & North-Western railway, adjoining Ravenswood. A small suburb as yet, but growing.

Dalton.—Situated on the Louisville, New Albany & Chicago railway, 16½ miles from the City Hall.

Dauphin Park.—Situated at the crossing of the Illinois Central and Michigan Central railroads with the Rock Island and the Atlantic & Pacific, the Western Indiana and New Albany roads. One hundred trains pass through this suburb daily. It is the only suburb along the line of the Illinois Central road having its own park front, and before it contained a house it had beautiful groves of young trees, paved avenues, a complete system of walks, sewers, gas and water. It is convenient to the southern park system of Chicago, and to the site of the Columbian Exposition. The village is beautifully built and settled by a high class of people. It was founded by S. E. Gross.

Deering.—Situated on the Milwaukee division of the Chicago & North-Western railway, about 3 miles from the City Hall. Here are located the Deering Harvester Works and other large manufactories.

De Kalb.—Situated on the Galena division of the Chicago & North-Western railway, 58½ miles from the City Hall.

Desplaines.—Situated on the Wisconsin division of the Chicago & North-Western railway, 16½ miles from the City Hall. A very popular summer picnicking and camp-meeting ground.

Des Plaines.—Situated on the Chicago & Northern Pacific railroad, 22½ miles from the City Hall.

Dolton.—Situated on the Chicago, St. Louis & Pittsburgh railroad, 21¼ miles from the City Hall.

Downer's Grove.—Situated on the Chicago, Burlington & Quincy railroad, about 23 miles from the City Hall. Population, 1,200. Downer's Grove is in the southeast corner of DuPage county and but a few miles from the dividing line between this and Cook county. It is a body of timber and covers perhaps one section of land in sections 6 and 7 of township 38 north, range

11 east. It has its schools and its churches. Of the latter there are a Methodist, Congregational, Episcopalian, Catholic and German Evangelical. "East Grove" is a station ¾ of a mile east of Downer's Grove, and was first laid out thirteen years ago. Since then four or five new additions have been made, some of them quite large. About sixty families now make their homes here.

Dyer.—Situated on the Louisville, New Albany & Chicago railway, 28½ miles from the City Hall.

East Grove.—Situated on the Chicago, Burlington & Quincy railroad, 21½ miles from the City Hall.

East Roseland (104th street).—Situated on the Illinois Central railroad, 12¾ miles from the City Hall.

Edgewater.—Situated on the Evanston division of the Chicago, Milwaukee & St. Paul railroad, 7½ miles from the City Hall, on the north shore of Lake Michigan, and within driving distance from the business center. Edgewater is one of the prettiest suburbs in the country. Its situation is charming. Commencing at the shore of the lake the land rises by a gentle and almost imperceptible slope till it reaches an elevation of from ten to twenty-five feet above the lake. Before the country was opened up the land was covered with a dense growth of trees. The ash, the elm, the white birch, the oak and the maple alike thrive and grow beautiful, nourished by the fertile soil. Its founders bought 250 acres of land there in 1884, and gave the future town the name of Edgewater. It was at that time a wilderness of woods and underbrush. For nearly two years the work went on. Just enough of the original forest was cut down to admit of building and laying out streets. The streets were laid out sixty-six feet wide, and every one of them was macadamized. Between the street and the sidewalks, a broad space was left and sodded. Stone sidewalks were laid throughout and between the street and the walks, at distances of thirty-three feet, additional trees were set out. The matter of drainage was especially attended to. Competent engineers superintended the laying of the pipes underground, and every joint and connection was made tight before being covered up. Besides this care the system has been so devised that no objectionable encroachment can be made to the injury of the service. The matter of lighting was not neglected. A company was formed and an electric light plant put up at a cost of $60,000. It is the most complete for its size in the country. When the improvements were completed, one hundred houses were erected, costing from $5,000 to $16,000 exclusive of the lot. The architecture is varied and pleasing, Queen Anne and Colonial style being frequently used. The material used is brick, stone and wood. An effort was made to avoid building any two houses alike, and hence a pleasing variety and contrast was obtained. Edgewater has two handsome church structures. The Church of the Atonement is said to be the only correct Gothic church in the country. The material is red sandstone, and the interior decorations are both elaborate and elegant. The Epworth Methodist Episcopal Church is the handsomest structure of the denomination outside of the city. [See Argyle Park.] There is also a finely equipped and graded school, to which educational facilities will be constantly added for the benefit of the community. The public stable is one of the suburb's attractions.

Edison Park.—Situated on the Wisconsin division of the Chicago & North-Western railway, 12 miles from the City Hall.

Eggleston.—One of the most prominent suburbs in close proximity to Chicago; generally mentioned in connection with Auburn Park, another beautiful environ. The accessibility of Eggleston and Auburn Park is well known. Its main transit line is the Rock Island railroad, over which trains run the distance in from twenty to thirty minutes. The convenience afforded suburban travelers on this road are seconded only to that obtained by the patrons of the Illinois Central line. The Rock Island depot is nearer the business center of the city than is that of any other road. It is particularly convenient for Board of Trade men, and, if for no other reason, their number should be well represented among the residents of Eggleston and Auburn Park. Besides the Rock Island road these twin suburbs have the C. & E. I. railway close at hand. Then, too, the Wentworth avenue street car line is to be extended from Seventy-third street, its present terminus, right through this property, to Seventy-ninth street. The material for the road is already on the ground, and the line will be finished and cars will be running by the first of November.

No one can view the rich beauties of Eggleston and Auburn Park property without becoming more or less enthusiastic, according to his power of appreciation. Unquestionably, it is the handsomest and best improved residence district in Cook county. It is difficult to imagine how intelligent and well-to-do home-builders can be persuaded to locate on crudely improved and treeless prairie ground, when the high ridge, naturally wooded and thoroughly-improved property of Eggleston and Auburn Park is so near at hand, and can be had at the low prices it is now quoted at. About four years of time have been consumed, and over one-half a million dollars have been expended in bringing that suburb up to its present high standard.

Had not the location been possessed of great natural advantages and beauty to commence with, even this large expenditure of time and money could not have made it what it now is—could not have given it its present enviable position in the public estimation. Messers. Eggleston, Mallette & Brownell, the three gentlemen who pushed forward this great undertaking with so great success, are justly entitled to much praise, for the work done by them has been of incalculable benefit to Chicago. It has influenced other improvers to take more pride in their work, and to act more conscientiously in their dealings with their customers. The progress made by these three gentlemen is extremely interesting, and the result of their combined efforts and capital have far exceeded their own and their friends' expectations. Recognizing the value of such a location, they bought the ground on which Eggleston now stands, and commenced to improve it.

Well understanding that no locality can be uniformly improved unless under the sole control of a single person or a syndicate, Eggleston, Mallette & Brownell also bought Auburn Park. Then they immediately commenced to carry out their avowed plan of making their two purchases as attractive a subdivision as labor and abundant means could produce. That they have accomplished their object, none can gainsay. Briefly stated, this property extends from Seventy-first street to Seventy-ninth, and is bounded on the East by State street, and has Wallace avenue for a Western boundary, being one mile by one half mile in size. It is the first rise of any consequence back from the lake, and is so well elevated as to allow of laying the pipes of its complete sewer system eight and ten feet below the surface of the ground. A large and natural growth of oak trees are everywhere seen besides which, tall and beautiful elms border either side of the walks. Besides the boundary streets, there are LaFayette, Perry, Wentworth, Yale and Harvard avenues, Wright and Dickey streets. All these last mentioned and well-known thoroughfares are North and South ones, and hence cross through Eggleston and Auburn Park the longest way. Running in the same direction, and right through the center of this property, is Stewart avenue boulevard. This gives it direct connection with the South Park boulevard system, a most desirable and valuable feature. A point that should be well emphasized is that every street in Eggleston and Auburn Park is improved in all respects equal to Grand and Drexel boulevards. They are all broad and evenly macadamized; boulevard lamps are in; the sidewalks are all of Cleveland sand stone; and a force of twelve gardners are employed the year around, to keep the trees, shrubbery, flowers, lawns, etc., in order. At each of the corners of intersecting streets, a vase of growing flowers is kept the summer through. Even the alleys need some mention, for being wide and macadamized, they really compare well with the streets in some localities. A picturesque feature of this property, is the presence of a narrow, river-like body of water that winds through its southern portion. A dressy little boat-house has been erected, which shelters a number of pretty row boats. In fact, on all sides are to be seen evidences of everything possible having been done to make Eggleston and Auburn Park to Englewood, what Kenwood is to Hyde Park—an ideal aristocratic residence place. To secure the best results, established building restrictions are enforced. In Eggleston and Auburn Park, no house less than two full stories high, and upon else than a stone foundation, can be erected. No lot narrower than fifty feet is sold, and no front fences are allowed to be built. The building line is so stipulated, and the residences so placed, as to show the lawns to the best advantage. These restrictions may seem to be a little notional, but already the residents there can plainly see the wisdom of living up to them. Eventually when all is built up, the value of these restrictions will be even more apparent.

The educational advantages of these suburbs are very superior. The Normal school is but three blocks from Eggleston, and at both Seventieth and Seventy-fifth streets there is a good public school. Thriving churches of different denominations are near by, and a number of social clubs are organized.

To sum it all up, the words of one of Chicago's most successful physicians, who lately visited Eggleston and Auburn Park, are directly to the point. He said: "To view the cleanliness and beauty everywhere to be seen there, is decidedly refreshing." From either depot, where a star, crescent, and either "Eggleston" or "Auburn Park" is boldly outlined on the sward of the sloping bank, to the remotest corner of that well-kept property, nothing to mar the beauty of the scenery is to be found, and the visitor is led to wonder why capitalists do not lay out other sub-divisions in like manner. The owners of this property, Messrs. Eggleston, Mallette & Brownell, have offices on the second floor of the Tacoma building, and on the sixth floor of the Royal Insurance building. They now have four houses under contract to build, each of which will cost fully $20,000, besides many others. [See Auburn Park and Illustrations.]

Elburn.—Situated on the Galena division of the Chicago & North-Western railway, 44 miles from the City Hall.

Elgin.—Situated on the Galena division of the Chicago & North-Western railway, and on the Chicago, Milwaukee & St. Paul railway, 42 miles from the City Hall. A beautiful and prosperous town. Immense dairy interests are centered here. The Elgin National Watch factory and several other large industrial institutions are located here. [See Elgin National Watch Factory.] Population, 1890, 17,429.

Elmhurst.—Situated on the Galena division of the Chicago & North-Western railway, 15 miles from the City Hall. An attractive suburb.

Elsdon.—Situated on the Chicago & Grand Trunk railway, 9 miles from the City Hall.

Englewood.—A beautiful district of the city proper, situated on the Chicago, Rock Island & Pacific and other lines, but accessible by street cars. It is practically within the old city, and has long since lost its individuality as a village. There are handsome business blocks, elegant residences and a fine opera house here. [See Timmerman Opera House.] Englewood is hardly more to be considered as a suburb now than Hyde Park or Lake View.

Englewood Heights.—Situated at the intersection of the Panhandle and Rock Island railroads, between Eighty-seventh and Ninety-second sts., and Ashland ave. and the Panhandle tracks. To those of moderate means a town of the size of Englewood Heights offers many inducements; property is much cheaper than it is in an older and better developed place. The man who is working for a moderate salary can go there, buy a lot, put up a modest dwelling and live comfortably. In time his home increases greatly in value and he finds himself in possession of a valuable piece of property. Englewood Heights possesses one attribute almost essential to a successful town—natural beauty. Before it was platted, its natural wooded district offered a never-failing inducement to picnic parties, and every Sunday the grounds were crowded with pleasure-seekers. To-day one would not be able to recognize the old landmarks. Stores, pleasure resorts, tasteful dwellings and evidences of business activity proclaim a wonderful transformation.

Englewood on the Hill.—Situated on the Panhandle road directly west of Englewood proper, extending from Sixty-seventh to Seventy-first sts. north and south, and is bounded east and west by Loomis st. and Western ave. Take train at Union depot, Canal and Adams sts., West Side. The founder of the town suburb is E. A. Cummings, Esq., of E. A. Cummings & Co. Like the founders of the several towns round about Englewood, Mr. Cummings gave the town a name to which was attached Englewood. Some years ago he bought this tract for $400 an acre and soon sold it for $600 an acre. He had not parted with it long before its desirability as a suburban residence place struck him with peculiar force. As a result he a second time purchased the land, giving for it $1,300 an acre. Among the public buildings are a handsome Catholic church and a public school-house of pressed brick, costing $30,000. Three brick business blocks are directly opposite the depot and are occupied with well stocked stores. The contiguity of the "Hill" to the Stock Yards has induced several large operators to locate there. A mile frontage on Ashland ave. possessed by the town gives an added value to real estate. Another thing that is in favor of the town and one that will help its growth in the years to come is the fact that it is directly in the line to the

Stickney tract, which is certain to become a great manufacturing center. Englewood on the Hill has about 700 inhabitants and is growing with remarkable rapidity.

Eola.—Situated on the Chicago, Burlington & Quincy railroad, 35 miles from the City Hall.

Evanston, City of.—By vote of the people of Evanston and of South Evanston, which have been separate villages, on Feb. 20, 1892, the two were consolidated, the intention being to form a municipality under a regular city charter from the State. This was carried out later in the Spring of 1892. The City of Evanston had a frontage on Lake Michigan at this time of about 3 miles, and extended westwardly about 1½ miles. Its population was about 15.000. In this edition of *The Standard Guide* the Villages of Evanston and South Evanston are referred to below under their former names, the new city not being fully organized as it goes to press. [See "Evanston," "South Evanston," "Clubs," "Northwestern University," and other classifications for information concerning the place named."

Evanston.—Situated on the Milwaukee division of the Chicago & North-Western railway and on the Evanston division of the Chicago, Milwaukee & St. Paul railroad, 12 miles from the City Hall, on the north shore of Lake Michigan. Take train at Wells St. depot, Wells and Kinzie sts., North Side, or at Union depot, Canal and Adams sts., West Side. Steamboats take passengers to Evanston during the summer season from Clark st. bridge. Trains run at intervals of a few minutes, morning and evening, and hourly during the day. Evanston is the most celebrated and in many respects the most attractive of Chicago's suburbs, by reason of its beautiful and accessible situation, its educational institutions, its churches, its high social advantages and the cultured character of its inhabitants. A great many of the residents of Evanston are people distinguished in the literary world, and not a few of them enjoy an international reputation. The visitor should not fail to spend a few days in this charming village and its vicinity. In 1850 the place was known as "Ridgeville." There were then about 100 inhabitants in the settlement. Major Mulford was the supervisor, the postmaster and the general major domo of the town. Several names were proposed, among them Orrington. It was finally decided that to the one who should come to the front and give most generously of his substance should accrue the honor of the name. Dr. John Evans, now Hon. John Evans, then a leading physician of Chicago, was the man, and after him was the new town called Evanston. Other men who have been identified with the growth of the village have not been forgotten. Their names are perpetuated in the beautiful streets which traverse the village. Greenleaf ave., Hinman ave., Noyes ave., Davis street, after Dr. N. S. Davis; Judson ave., Dempster st., Orrington ave., and a host of others all have their significance, and recollections cluster about them. Ever since its establishment the growth of Evanston has been a steady and healthly one. Not until the year 1857 was the town organized. The first supervisor was George Reynolds, who built the first hotel—the Reynolds House. His residence stood where now stands the elegant mansion of William Deering. The first store was opened by J. B. Colvin and stood where Garwood's drug store now is. The first public school was a log house at Greenwood and Ridge aves. The site was intended as a burying ground, but instead there stands the stately mansion of John Kirk. In the winter of 1853 the village of Evanston was first platted by Rev. Philo Judson. The connecting link between Chicago and the town came in 1854, when the Chicago & North-Western railway laid its tracks there. From that time there set in a steady advance in its growth, and in the winter of 1863 the village was incorporated. The first president of the board was H. B. Hurd and John Fussey was commissioner of streets. The total valuation of property was then $125,480. In April, 1873, the village organization was voted and C. J. Gilbert was the first president. Ere this many of Chicago's first citizens had been attracted to Evanston and the board contained such names as H. G. Powers, Lyman J. Gage, William Blanchard, Wilson Phelps and O. A. Willard. The successive presidents of the village were O. Huse, Dr. N. S. Davis, J. M. Williams, Thomas J. Frost, T. A. Cosgrove, J. J Parkhurst, C. N. Remy, M. W. Kirk, James Ayers and H. H. C. Miller.

A drive through the principal streets of Evanston will reveal the attractions of the place. On every side and continually the eye is greeted with a sight of beautiful lawns, tasteful flower-gardens and ornamental mounds. They form a pretty foreground for the elegant residences that are almost always built at a goodly distance from the street. The architecture of the town is pleasingly varied and uniformly tasteful. In few places can one see so many homes that indicate refinement and wealth. The mansion and not the cottage is the rule.

The character of the people is distinctive. Evanston people are nothing if not educated. They pride themselves on this. It is the miniature Boston of the West. You feel refinement in the very atmosphere. It is the home of cultivation. This must needs be so from the fact that the growth and development of the town has been shaped and influenced by the University. That noble institution has grown from an humble beginning to become the equal of almost any institution of learning in the United States. It needs no encomiums. The history of its graduates, the standing of its faculty, speak volumes. The University grounds constitute the chief park of the town. They are densely wooded and undulating. From time to time new buildings have been added till now a memorial hall, a science hall, Dearborn Observatory, Heck Hall, woman's college, preparatory school, dormitory and gymnasium, all models of elegance and convenience, adorn the spacious grounds. [See Northwestern University.]

Another thing that has added greatly to the attraction possessed by Evanston is the exclusion of the sale of liquor within the four mile limit. The possibility of rearing a family beyond the baleful influence of the saloon has caused many to settle within its borders. The contest over the liquor traffic forms a notable epoch in the history of the town.

The character of the inhabitants of Evanston has in the past few years changed considerably—and for some reasons for the better. The old Puritan days when the religionist dominated the town are now but a memory. The same element is still there. But it is diluted just enough to give the town a progressive spirit and lend to it a live and bustling character. The social gatherings of Evanston are delightful affairs, unmarred by the stiff formality that characterizes the swell events of Chicago's 400. The social element is exacting, too. There you can see club life in its ideality. [See Evanston Club, Evanston Country Club and Evanston Boat Club.] Another source of pride to Evanston is her school system. The Evanston High School stands at Benson avenue and Dempster street. The school ranks among the highest, and a diploma from it will admit the graduate into almost any college in the United States. The Hinman Avenue School, the Wesley Avenue School, the

Haven School and a score of others offer superior and exceptional educational advantages. Besides these there are the various district schools.

The people of Evanston, or the great majority of them, are religiously inclined. It is pre-eminently a town of many churches. In the early days of its history the Methodist denomination predominated to the exclusion of all others. Now lofty spires rise from edifices devoted to the peculiar worship of almost every denomination. The Episcopalians and Catholics have just erected two magnificent structures. A mention of Evanston's attractions would not be complete without a passing notice of the Evanston Life-saving Station. [See "Evanston Life-saving Station," in Encyclopedia.] Among the public institutions of Evanston is the free circulating library at 524 Sherman ave. The Evanston *Press* and *Index* are the newspapers of the village, and both are edited with force, good judgment and ability. The *Index* is the older newspaper. The *Press* is young and vigorous.

Among the latest and most important improvements in Evanston is the New Village Hall, erected at a cost of $40,000. [See "Evanston, City of," "South Evanston," "Clubs," "Northwestern University," etc.]

Evergreen Park.—Situated on the Chicago & Grand Trunk railway, 14½ miles from the City Hall. A charming residence place, and quite popular.

Fairview Park.—Situated on the Chicago, St. Louis & Pittsburgh rail road, 15½ miles from the City Hall.

Feehanville.—Situated on the Chicago & Northern Pacific railroad twenty-five miles from the City Hall. Here is located St. Mary's Industrial School for Boys. The place receives its name from the Catholic archbishop of this diocese. [See Educational Institutions.]

Fernwood.—Situated on the line of the Chicago & Eastern Illinois railroad, twelve miles from the City Hall. The village is almost surrounded by West Roseland on the south, Oakdale on the north, and Washington Heights on the west. Fernwood is a village of about 1,500 inhabitants. At the time the surrounding villages, West Roseland, Oakdale, Washington Heights, etc., came into the city, Fernwood refused to become annexed. She soon repented, however, and at the very first opportunity voted to cast her lot with Chicago.

Forest Hill.—Situated on the Chicago, St. Louis & Pittsburgh railroad, 12½ miles from the City Hall.

Forest Home.—Situated on the Chicago & Northern Pacific railroad, 10½ miles from the City Hall.

Fort Sheridan.—Situated on the Milwaukee division of the Chicago & North-Western railway, 24½ miles from the City Hall. [See Fort Sheridan, under head of "Military."]

Fox Lake.—One of the most charming summer resorts in the vicinity of Chicago. It may be reached either by the Chicago & North-Western or the Chicago & Northern Pacific railroad. The distance from Chicago is about fifty-one miles. Fox is but one of many lakes in the vicinity. There is good fishing here. Small steamers ply between points on the lakes. The banks are dotted with pretty villas. Thousands of Chicagoans make their summer homes in the vicinity of Fox Lake. The visitor, desiring a day of recreation, could not find a more perfect spot in this country. Trains leave frequently for the stations contiguous to the lakes of Lake county. There are many sporting, fishing and social club houses on the Fox Lake. [See Clubs—Athletic, Sporting, etc.]

Franklin Park.—Situated at the intersection of the Wisconsin Central and Chicago, Milwaukee & St. Paul railroads. Franklin Park, founded in 1890, is bounteously favored by the high elevation of its surface and by the diversified charms of the surrounding scenery. Streets, boulevards and parks have been laid out, a large public hall makes conspicuous show, and tasteful residences appear on every hand. The improvements are of a character in keeping with those of older and well-populated suburbs.

Geneva.—Situated on the Galena division of the Chicago & North-Western railway, 35½ miles from the City Hall. This is the station of Geneva Lake, one of the most charming summer resorts in the West. Many of the wealthy people of Chicago have summer residences on the Lake. The Lake itself is a beautiful body of water. In the season it is alive with boats. Some of the summer villas are magnificent.

Glencoe.—Situated on the Milwaukee division of the Chicago & North-Western railway, nineteen miles from the City Hall. It is one of the prettiest suburbs on the North Shore.

Glen Ellyn.—Situated on the Galena division, of the Chicago & North-Western railway, twenty-three miles from the City Hall. The location is most charming. The property upon which this suburb has been established is in Du Page county, and lies north and east of the beautiful village of Prospect Park. High and heavily wooded hills almost encircle a sloping valley, near the centre of which is the tract of 130 acres to be reserved for a park. In the centre of this park are the mineral springs. Across the valley a dam has been built, and the water from a number of non-mineral springs farther to the west has formed a lake of fifty acres, upon which a fleet of boats has been placed. The mineral springs are five in number, and form a cluster in the centre of the park. The flow from these springs varies from 50 to 150 gallons a minute each, and the combined flow per minute from the five is about 500 gallons.

Glenwood.—Situated on the Chicago & Eastern Illinois railroad, twenty-three and one-half miles from the City Hall. [See Training Schools.]

Goodenow.—Situated on the Chicago & Eastern Illinois railroad, thirty-four miles from the City Hall.

Grand Crossing—Situated on the Illinois Central and on all lines of railroad running south, nine and three-fourths miles from the City Hall. Some very important industries are located here, among them the Calumet Iron and Steel Works. Here also is located the old Cornell Watch Factory.

Grant Locomotive Works Addition to Chicago.—This property is situated at the southwest corner of Twelfth street and Hyman avenue (or West Forty-eighth street), and is immediately east of the great Locomotive Works. The locomotive plant occupies a space of about forty acres, in the center of the famous section twenty-one. Large and substantial buildings have been constructed and are now being equipped with the latest improved machinery, making these works the most modern in the United States. It is the only locomotive manufacturing establishment west of Pittsburg, Pa., and Dunkirk, N. Y. A large force of skilled mechanics will find steady employment in these works, the capacity of which will be at first about 250 locomotives per annum, and it is confidently expected that this output will be increased from year to year. The entire plant will be in full operation not later than March, 1892, and it is expected that from 1,500 to 2,000 men will find constant employment in this one industry. This will be a new manufacturing district, and its magnitude will attract kindred concerns employing large numbers of men. The property which Bogue & Company offer for sale will have all modern improvements, such as macadamized streets, sidewalks, water pipes, and sewers.

Grayland.—Situated on the Chicago, Milwaukee & St. Paul railway, eight miles from the City Hall. A pretty suburb.

Gray's Lake.—Situated on the Chicago & Northern Pacific railroad, forty-five and one-half miles from the City Hall. A delightful summer resort.

Greenwood.—Situated on the Chicago, St. Louis & Pittsburgh railroad, twenty-two and one-fourth miles from the City Hall.

Greggs.—Situated on the Chicago, Burlington & Quincy railroad, twenty and three fourths miles from the City Hall.

Griffith.—A new manufacturing suburb, situated in Lake county, Indiana, on the lines of the Michigan Central, Grand Trunk, Chicago & Erie and Elgin, Joliet & Eastern Belt railroads. Take train at Central Depot, foot of Lake st., or at Dearborn Station, Polk st. and Third ave. There are immense transactions in real estate for manufacturing sites going on here. The town has become prominent lately because of its proximity to the new packing industries that are to be moved into Lake county by Armour, Swift and Morris. [See New Stock Yards.]

Grossdale.—Situated on the Chicago, Burlington & Quincy railroad, tweve miles west of the City Hall. Grossdale is one of the many charming suburbs which owe their origin to the restless activity, sound judgment and liberal public spirit of S. E. Gross. The suburban village of Grossdale is located in a natural park of about 300 acres, and the growth of the place has been justly pronounced "one of those phenomenal evidences of progress, enterprise and artistic sentiment that now serve to distinguish the World's Fair city from all the rest of creation."

Mr. Gross, before beginning the construction of Grossdale, had platted, subdivided, built and sold more than twenty suburbs. He had sold in the course of eleven years 40,000 lots and had built more than 11,000 houses. At nineteen years of age he was a captain in the United States army, fighting at the front in the War of the Rebellion. The youngest captain in the service, he came home in 1865, covered with honors and with scars. In 1866 he left his boyhood's home in Mount Carroll, Ill., and came to Chicago, where he began soon the practice of law. In 1888 he went into the real estate business. His Madison street subdivision, "Gross Terrace," was the one on which he tried his apprentice hand. Then, with experience, came Gross Park, Argyle Park, Brookdale and Villa Ridge. Humboldt Park followed, and Under the Linden, at Avondale; Calumet Heights, Kerwin Station at Oak Park, the Archer avenue subdivision, and finally Grossdale and Dauphin Park.

Gross Park.—Situated on the Milwaukee division of the Chicago & North-Western railway, about four and one-half miles from the City Hall. One of the several suburban towns founded by S. E. Gross. This suburb was intended for the homes of workingmen, and it has grown wonderfully within the past few years. Nearly all the residents own their own houses.

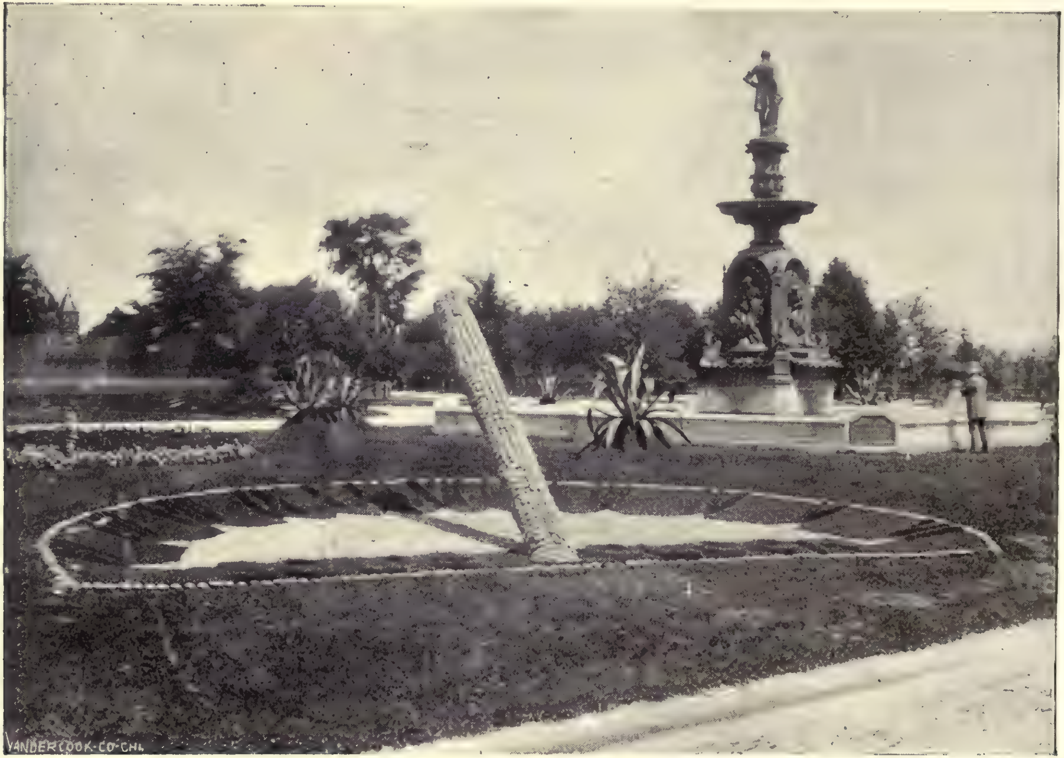
Gurnee.—Situated on the Chicago, Milwaukee & St. Paul railway, thirty-eight miles from the City Hall.

Hammond.—Hammond is a suburb of Chicago, in the State of Indiana, situated almost at the present head of the navigable waters of the Calumet river, and accessible by the Michigan Central, the Chicago & Western Indiana, the Chicago Belt Line, the Louisville, New Albany & Chicago, the New York, Chicago & St. Louis ("Nickel Plate"), the Chicago & Atlantic, and the Pittsburg, Cincinnati & St. Louis ("Panhandle") railroads. Take trains at Union depot, Canal and Adams sts., Van Buren Street depot, Van Buren and Sherman sts., Central depot, foot of Lake st., or Dearborn Station, Polk st. and Third ave. Hammond, it appears, is destined to become one of the greatest manufacturing towns in the vicinity of Chicago, but not until within the past few years has its development been marked or extraordinary. One of the first settlers of Hammond was E. W. Hohman. He located at Hammond away back in the year 1849, kept a tavern and was justice of the peace. The little outpost was then known as Hohman's Bridge. It was a stage station between Chicago and Michigan City. Mr. Hohman owned about 1,000 acres of the land upon which the present corporate limits of the city are located. Even in those early days Mr. Hohman firmly believed that Hammond would at some future day become a great city. In 1869 he sold fifteen acres of this tract to the G. H. Hammond Packing Company. This was the start of the town. The packing interests soon drew about it the nucleus of the town. The company erected buildings for its employes. Two or three stores were erected, a town site mapped out, and work begun. At first the packing interests were of a very modest nature. Less than twenty-five cattle were slaughtered a day, fifteen to twenty being the average, and about as many men were employed. The beef was the first ever shipped East from Chicago in refrigerator cars. From this small beginning the business increased year by year until to-day the Hammond plant is the largest of its kind in the world. At present nearly 1,100 men are employed at the slaughtering houses, and upward of 5,000 cattle are killed weekly and shipped East. In 1888 the output of G. H. Hammond & Co. aggregated over $20,000,000; in 1889 it went up to nearly $26,000,000, and in 1891 it aggregated nearly $40,000,000. Around this little center new industries soon sought a location. In 1886 the Chicago Steel Manufacturing Company located there. A site of fifteen acres of land was secured and upward of $500,000 was invested. Large buildings of brick and glass have been put up, and when running to full capacity it employs from 400 to 600 men and boys. The Tuthill Spring Company located in 1883. It has an invested capital of possibly $75,000 and gives employment to at least 150 men. The Calumet Canning Company has $300,000 invested and employs 300 hands; the Chicago Ax Company, with $50,000 invested, employs 300 men; the Stein, Hirsch & Co.'s Starch Works, with $300,000 invested, employs 200 hands, and the Hammond Milling Company, with a capital of $100,000, employs fifty hands. But the most important manufacturing additions to Hammond are of comparatively recent date. In 1890 the Brown-Bonnell Company purchased land at Hammond upon which it established a complete steel industry at an expenditure of $3,000,000. The new works of the Brown-Bonnell Company will materially transform Hammond. When these works are complete the manufacturing interests in the district east of the packing houses will give employment to over 4,000 men. With the exception of the Illinois Steel Company at South Chicago this company will be the strongest manufacturing concern in the Calumet basin. It will form one link of the chain of manufactories extending from the mouth of the Calumet river to East Chicago, and embracing the works of the Illinois Steel Company, the Iroquois Furnace Company, the Chicago Smelting and Refining Company, the Rolling Mill Company at Irondale, the Rolling Stock Company at Hegewisch, and the Rolling Mill Company at East Chicago. Such are the manufacturing interests already located at Hammond, and more are daily coming in. The more recent only date since last summer. The P. E. Lane Iron Bridge Works have bought a twenty-two acre tract in section thirty for $1,500 from W. H. Russell. This company manufactures iron bridges and employs upward of 200 men. Its present works are located at Fifty-seventh st. and the Fort Wayne tracks, whence they will be removed to Hammond and started anew upon a larger plane. The Kingsley Foundry and Manufacturing Company of Elyria, Ohio, has also decided to locate at Hammond. This company has secured two acres in section one, and will at once proceed to erect buildings to cost $15,000 to $20,000, and will place machinery in them costing as much more. It will employ fully 100 men. The company manufactures iron castings, sewer pipes, etc. Besides these two concerns the American Hominy Flake Company, of Yellow Springs, Ohio, has also secured a site in the Oakhill sub-division to Hammond. This company has a capital of $100,000, and proposes to spend from $30,000 to $35,000 in buildings on their new site. A new elevator is to be built and an oatmeal mill. A large number of manufacturing concerns have purchased sites for their works within the past year. Here will probably locate the greatest packing plant in the world (see New Stock Yards) and an immense brewery. Already the growing city of Hammond is stretching out branch towns in several directions. One and a half miles to the northwest is Calumet Park, really a suburb of Hammond. This town is located on the Calumet terminal and Panhandle railroads. The National Surface Company, a large concern, has already established a factory there. The corporation manufactures iron cattle guards. Hegewisch, East Chicago and Whiting are all thriving manufacturing towns.

The location of Hammond is very desirable, both for manufacturing and residence purposes, There is a plentiful supply of pure water, and modern improvements in lighting, sewering, paving and architecture are being made with amazing rapidity. The visitor can spend a day or two pleasantly and profitably in Hammond and vicinity.

Harlem.—Situated between the towns of River Forest and Oak Park, on the Chicago & Northern Pacific railroad.

Harvey.—Situated two miles south of the southern city limits, at the junction of the Illinois Central, Big Four, and Grand Trunk railroads. Take the Illinois Central train at foot of Randolph or Van Buren street; or take train at Dearborn station, Third ave. and Polk st. *Harvey*, though one of the youngest, is one of the most important of Chicago's manufacturing suburbs. *Harvey*, founded August 1890, now has a population of nearly 4,000. Sixty trains a day connect it with the heart of the city, and railroad lines


VANDERCOOK-CO-CHI.

[Engraved for The Standard Guide Company.]

DREXEL FOUNTAIN, WASHINGTON PARK.

[See "Parks."]

other than those mentioned above are arranging to pass through the town, and the transportation facilities will be of the very best. Unlike most suburbs of Chicago, Harvey has excellent drainage facilities, being from twenty-one to twenty-eight feet above the Calumet river, and having a brick sewer four feet in diameter, fourteen feet below the surface, extending to the river. That portion of Harvey lying east of the Illinois Central railroad, and the land lying north of the Chicago and Grand Trunk Ry., and west of Ashland ave., will be devoted exclusively to manufacturing purposes. The rest of the town being reserved for residences. Harvey has graded streets and sidewalks. Water works are completed, consisting of water tower, mains, and artesian wells of large capacity. Parks skirt the west side of the Illinois Central railroad. A boulevard is made on 155th st. A $14,000 church is built in the same locality near Lexington ave. A bank building is complete, and hundreds of residences are already constructed. As a temperance, manufacturing town, Harvey is famous throughout the whole country. Among the works already established at Harvey are: The Harvey Steel works, The Grinnell Wagon Works, The Atkinson Steel & Spring Works, Middleton Car Spring Co., The Bellaire Stamping Co., The Wells Glass Co., The Buda Foundry & Manufacturing Co., The Craver & Steele Manufacturing Co., Laughlin Manufacturing Co., Automatic Mower & Manufacturing Co., A. J. Sweeney & Son, and applications from other manufacturing companies to remove their plants are under consideration. The freight rates to and from Harvey are the same as to and from Chicago. Because Harvey is to be to a great extent a manufacturing town, it must not be supposed that it is not adapted for the suburban home of the city merchant, business and professional man. There are many sites for lovely homes. An electric railroad has just been completed proving a decided success, and an electric light plant furnishes light for the streets. Stores and a number of factories group themselves together along the residence streets and boulevards. On the boulevard no residence is to be erected of less value than $2,500, and all buildings are to be placed twenty-five feet back of the face line of street. In the section bounded by 154th st. on the north, Ashland ave. on the west, and 157th st. on the south, excepting blocks 92 and 93, no buildings are to be erected of less value than $2,000. Outside of this area the only restrictions is a building line. All residences are to be twenty feet back of face line of street. On all property west of Ashland ave. no house can be erected that shall be of less cost than the value of the lot. On residence lots west of Ashland ave. the building line is fifteen feet and twenty feet on 150th street boulevard.

Harvey is in all respects the most successful temperance town ever founded, and, therefore, free from the many demoralizing influences resulting from the sale of liquor.

Hawthorne.—Situated on the Chicago, Burlington & Quincy railroad, six miles from the city. At present there are many neat and substantial cottages on several of the streets, which are all graded and have sidewalks laid. The ground is twenty to thirty feet above city level, thus giving fine drainage facilities and pure air. There is a school-house and a church, and plans are being perfected for the erection of other places of worship. Shade trees are laid out on the streets, which are improved with crushed stone. Hawthorne was laid out by G. S. Hubbard some years ago, and has since been subdivided and improved in many respects. Half a mile north of the land the proposed site for the Grant Locomotive Works is situated, and about the same distance away in another direction there will be the Northern Pacific railroad shops Of the already established industries of the locality the immense quarries of Dolese & Shepard take first rank. For paving and building purposes the stone from these quarries is greatly thought of. Employment is given to over 300 men in summer and about 150 in winter.

Hegewisch.—Situated just within the southern limits of the city, east of Calumet Lake and on the Calumet river. A most prosperous manufacturing town, possessing all that is requisite to make it such, cheap grounds, competition facilities afforded both by rail and water, are the causes assigned for the present promise of a most desirable location for any manufacturing industry. The government has already made appropriation for the improvement of the Calumet river, the intention being to widen it to 200 feet, with a depth of from sixteen to eighteen feet, thus rendering it navigable for the largest lake vessels. The town is named after the president of the United States Rolling Stock Company. The company began operations here in 1884, when only a small tavern occupied the site wherein now are 3,000 inhabitants. In 1885 manufacturing was commenced, and also the erection of houses for the accommodation of this company's workmen. The plant now represents an investment of $1,800,000, consisting of buildings, extensive docks, fourteen miles of trackage in their yards, etc., etc. This plant has a capacity of 10,000 freight cars per annum, and employs 1,200 men. The Compound Lumber Company's plant, employing 90 men for the manufacture of veneered doors by machinery, and the Mahla & Chappell Chemical Works, 75 men, are located here. The cheap transportation of iron ores by water adds to the advantages of Hegewisch as a most eligible point for the manufacture of heavy iron work. The railroads furnishing outlets to the Hegewisch shippers are: The Michigan Central; Pittsburg, Fort Wayne & Chicago; Chicago & Erie; Louisville, New Albany & Chicago; Nickel Plate; and the two belt lines, Chicago & Western Indiana, and Chicago & Calumet terminal railroads, afford connections with every railroad running out of Chicago.

Hessville.—Situated on the New York, Chicago & St. Louis (Nickel Plate) railway, 22½ miles from the City Hall. A manufacturing suburb.

Highlands.—Situated on the Chicago, Burlington & Quincy Railroad, seventeen and a half miles from the city hall, on highly elevated and beautifully wooded lands, shade trees have been planted and will in a short time give ample shade to the streets. Streets are macadamized. To the enterprise of Messrs. Bogue & Co., and the excellent suburban service of the C. B. & Q. road is due the popularity of the suburb.

Highland Park.—Situated on the Milwaukee division of the Chicago & North-Western railway. A beautiful suburb on the north shore. There are many handsome homes here. The town is wooded nicely and the lawns are very pretty.

High Ridge.—Situated on the Milwaukee division of the Chicago & North-Western railway, 8¼ miles from the City Hall.

Hinsdale.—Situated on the Chicago, Burlington & Quincy railroad, 17 miles from the City Hall. The town was founded about twenty years ago. It is far enough from Chicago to be entirely free from the odors incident to a big city. Abundant shade trees and shrubbery adorn the residence grounds and line the streets. The avenues are lined with maple, elm, ash, and other forest trees, while adjoining the drives surrounding it are groves of native oak, elm and walnut, interspersed with lovely ferns. Country roads lead in every direction and furnish tempting drives. One of the most attractive drives is along the pretty, meandering stream called Salt creek. The creek is fed by Mammoth spring, which tradition says sprang suddenly into life and engendered the creek. From this drive a view can be had of the old mill and Brush Hill, a village rechristened to the more prosaic name of Fullersburg. In Oak Forest cemetery are other pretty drives. The grounds have been recently laid out by G. K. Wright and incorporated. In the cemetery is the Robbins Monument, erected to the founder of the town, who died about two years ago. There is no manufacturing at Hinsdale and none is desired. It is simply a residence suburb. Its very atmosphere suggests the word "home," with all that the inexpressibly sweet term means to the American. The houses built upon the knolls of Hinsdale have a view of Chicago in the distance, with all the intervening villages and country. Population, about 2,500.

Hyde Park Center.—Situated on the Illinois Central railroad, the station being at the foot of 53d st. Everything is "Hyde Park" below Thirty-ninth st., and this common term, which is derived from the name of the township, is made to cover all the stations, suburbs and districts between tha street and the Calumet district. In order to distinguish the village of Hyde Park, therefore, from such points as Kenwood, Woodlawn, etc., this particular section is called "Hyde Park Center." In 1861, when the town of Hyde Park was incorporated, there were 350 persons living in the town, seventy-one of whom were voters. The census of 1870 showed a population in the whole town of 3,644; in 1880 there were 15,724; in 1885 there were triple the number shown in 1880, and in 1890 there were fully 90,000 people living in what was in 1889 the largest village in the world, village government having been adopted in 1872. The village hall, located on Lake ave. near Fifty-third street, made Hyde Park Center the social as well as political center of the whole town. To tell the full story of Hyde Park Center it would be necessary to tell the story of the old town and village of Hyde, which by annexation became a part of Chicago in 1889. Until 1852 those forty-eight square miles lying along the lake shore south of Thirty-ninth st. and east of State street, extending south to One Hundred and Thirty-eighth street, lay a sterile waste, with scarcely an inhabitant. The early growth of Hyde Park was exceedingly slow, increasing at the rate of about one family per year for the first ten years. Hassan A. Hopkins, the first collector of the town, kept a general store in a shanty, ten feet square, until 1868, when he built the store which is still standing on the southeast corner of Lake avenue and Fifty-first street. Dr. W. S. Johnson, the first Homœopathist in town, had his office in the upper story. Dr. J. Ramsey Flood, the first Allopathist, was already on the ground. The first church was built in 1858, and stood on the northeast corner of Lake avenue and Fifty-third street. It was first used by believers of all denominations. In 1860 it was deeded by Mr. Cornell to the Presbyterians. In 1870 a new church building was dedicated on the site where now stands a still newer and larger place of worship, dedicated in the year 1890. The history of this church is the history of the people of the Center in the early days. To-day all the denominations have large societies and church edifices of their own. The Methodists occupy an imposing granite-front temple on Fifty-fourth street, the Catholics have a new church on Kimbark avenue, and the Episcopalians a chapel on Washington avenue. The first public school was erected in the year 1863, at Monroe avenue and Fifty-fourth street. The people of Hyde Park have always taken great pride in the public schools, and commencement season is still looked forward to, by all the members of every household, as a matter of personal interest. Leslie Lewis has been superintendent of schools since 1875, and is still retained by the city. The water supply since 1882 has been better than that of the city of Chicago, Hyde Park having water works of its own worth over half a million of dollars. There are three large social clubs at Hyde Park Center. [See Hyde Park Suburban Club, Park Club and Chicago Cycling Club.] Hyde Park Center has a large hotel, and several others are contemplated. Rosalie Music Hall, Fifty-seventh street and Rosalie court, is the place where all the public entertainments and meetings are held. It has a seating capacity of 700. So closely connected and blended with the Center are Madison Park, or Fiftieth street, and South Park, or Fifty-seventh street, that a separate consideration of them would be difficult, as they are identified with the Center in all essential interests. South Park Station was formerly called Woodpile, when Charles A. Norton settled in its vicinity, in 1863. It was so named because of the pile of wood which stood there as fuel for the locomotives. Mr. Norton had the name changed to Woodville, and afterwards, when the bill creating the South Park system was passed, in 1869, it was again changed to South Park. A $3,000 depot now marks the spot where the woodpile formerly stood.

Irving Park.—Situated on the Wisconsin division of the Chicago & North-Western railway, 6½ miles from the city. The village was platted and laid out when Chicago was young, and only such sites as possessed great natural beauty and advantages were chosen for suburban residences. Irving Park has a population of about 3,000 people. The original founders were all American-born people, and nearly all the population at the present time is of that nationality. They have one of the finest graded public schools in Cook county, and the Jefferson high school is only ten blocks from this at Montrose. It is natural that such a homogeneous collection of people should develop the social life, and many are the pleasures which draw the Irving Parkite from his cozy fireside to the glowing grate of his neighbor. Besides these parlor associations, this place is the home of many flourishing secret societies. The Irving Park Hall Association was formed in 1890 with a capital stock of $15,000, and has erected a building which contains an auditorium that accommodates 600 people, a lodge room, a library, etc. There are some beautiful residences in the suburb.

Itaska.—Situated on the Chicago, Milwaukee & St. Paul railway, 21 miles from the City Hall.

Jefferson Park.—Situated on the Wisconsin division of the Chicago & North-Western railway, 9 miles from the City Hall. A very attractive suburb.

Joliet.—Situated on the main line of the Chicago, Alton & St. Louis, and the Chicago, Rock Island & Pacific railroads, 39 miles southwest of the city. It is also reached by the Atchison, Topeka & Sante Fe, the Michigan Central, the Elgin, Joliet & Eastern, the Chicago, Milwaukee & St. Paul, and the Chicago, Burlington & Quincy railroads, all of which contribute largely to the traffic of the city. The place has grown in population from 11,000 in 1880 to 27,407 in 1890. This does not include the prosperous suburbs, which are in reality a part of the city, which would swell the population to at least 35,000. The completion of the belt line, known as the Elgin, Joliet & Eastern railroad—extending from Waukegan, Ill., on the north lake shore to the Baltimore &

Ohio railroad on the south lake shore—gives to Joliet very superior advantages as regards connections and freight rates. Of the 130,000 miles of railroad in the country Joliet is directly connected with 110,000 miles. This city also has the Illinois and Michigan canal, which, it is presumed, will be enlarged to a ship canal at an early date, connecting the Mississippi with the lakes. The freight tonnage from Joliet is enormous. [See Illinois Steel Company.] Lying in close proximity to the city of Joliet are the stone quarries, covering on the surface over 1,000 acres of ground and extending to an average depth of twenty-six feet. [See Great Industries.] The wire industry has assumed gigantic proportions, nine firms being engaged in it. Wire is manufactured from home-made rods, and the best quality of fence and other wire produced, the capital invested being $750,000; the annual product, 33,500 tons, worth $2,500,000. Several hundred men are employed in this department, and $600,000 paid annually to them. As good an evidence of the enterprise and progressive tendency of the city of Joliet as any, is the character of the public buildings that have been erected in the last ten years, prominent among which are the Young Men's Christian Association building, which cost $40,000, and includes a grand gymnasium and library hall — the building presents an exceptionally imposing appearance for one of its character; the Richards Street Methodist church, which cost $30,000, and the Christ Episcopal church, which cost $35,000, and the grand Masonic temple, whose corner-stone was laid June 12, 1890. At Joliet is located the Northern Illinois penitentiary [See State Institutions.]

Kenosha, Wis.—Situated on the Milwaukee division of the Chicago & North-Western railway, 51½ miles from the City Hall. A celebrated summer resort. There are medical springs, fine hotels, handsome private houses, beautiful grounds and, in the season, thousands of pleasure and health-seekers to be found here. Population, 1890, 6,529

Kensington (One Hundred and Sixteenth st.).—Situated on the Illinois Central railroad, 15 miles from the City Hall. A prosperous town, with large railroad interests.

Kenwood.—Situated on the Illinois Central railway, between Forty-third and Fifty-seventh sts., within the city limits and having no well-defined boundaries. The "Kenwood" station is at the foot of Forty-seventh st. The name is merely local, and the district is in reality a part of Hyde Park. It has no separate government, nor is it distinguished even as a postoffice, but in this respect is simply recognized as a section of the city, like its immediate neighbors, "Douglas," "Oakland" and "Madison Park." As distinctive suburbs or villages these places have long since lost their individuality. Yet Kenwood is an important district in the estimation of the people and one of the most fashionable in the city. The man to see the future of that long strip of sand along the shore of Lake Michigan, extending from Thirty-ninth st. to the Indiana State line, was Paul Cornell. In 1852 Mr. Cornell bought 300 acres of land on the lake shore. He conveyed sixty acres to the Illinois Central railroad upon the company's agreement to run three trains daily to the station at Fifty-sixth st. The trains were started June 1, 1856. In 1858 the station was moved to Fifty-third st. There were then only seven families at the Center—those of Judge J. A. Jameson, Warren S. Bogue, Chauncey Stickney, Paul Cornell, Dr. A. B. Newkirk, Charles Spring, Sr.; Charles Spring, Jr., and Dr Jonathan A. Kennicott. In 1859 Dr. Kennicott moved to Madison ave. and Forty-eighth st. and called his place Kenwood, after

Kenwood, near Edinburgh, Scotland, where his mother was born. Kenwood Club is the social Mecca of Kenwood. Although there is a deal of entertaining at private houses, all the families belong to the club, and its weekly entertainments are always counted on and allowed for on the social calendar. There are at present 350 members of this club. [See Kenwood Club.] Kenwood Institute is located here. [See Kenwood Institute.] Kenwood is bounded on the west by that magnificent avenue known as "Drexel boulevard," and is contiguous to Washington Park. It is a beautiful section of the city and worthy of a visit. The proper way to view it is by private conveyance. It can be reached by the Cottage Grove ave. cable line. The private residences of Kenwood are among the finest in the city. Among the most noticeable mansions are those of Charles Counselman, Greenwood ave. and Fifty-first st.; W. E. Hale, Drexel blvd. and Forty-sixth st.; Martin A. Ryerson, Drexel blvd. and Forty-ninth st.; William H. Burnet, Kimbark ave. and Forty-seventh st., and Dr. Almon Brooks, 5653 Lake ave.

Lacton.—Situated on the Chicago, Burlington & Quincy railroad, 23 miles from the City Hall.

LaFox.—Situated on the Galena division of the Chicago & North-Western railway, 40 miles from the City Hall. A hunters' rendezvous.

LaGrange.—Situated on the Chicago, Burlington & Quincy railroad 14 miles from the city hall, and 6 miles from the city limits, is the largest suburban town on the line between Chicago and Aurora, having nearly 5,000 inhabitants. There are two stations in the village, one at Fifth, and the other at Stone Avenue. The railroad service is of the best, the distance from the Union depot being but 27 minutes, with 42 passenger trains a day, which stop at LaGrange. This most important feature of being nearer the city hall in point of time, than most of the aristocratic residence districts within the city, has been one of the principal elements in the development of LaGrange. The town has large water works and electric light systems, and every house is fully supplied with all city conveniences. Lying as it does, 66 feet above lake datum, every portion of the village is given a most healthful and sanitary location, which has been rendered the more secure by the completion at great expense of an unusually fine drainage and sewerage system. Unlike most suburban towns, LaGrange has a large commercial interest. There are a number of fine business blocks and well stocked stores of all kinds. So sharp is competition in all lines of business, that the people of LaGrange are enabled to buy goods at Chicago prices. This, together with the fact that there is a large farming community to supply, makes business in LaGrange lively and flourishing. Added to all this LaGrange is, as its inhabitants love to call it, the "Garden spot of Cook county." It is, as it were, an oasis in the prairie. Double rows of shade trees lining either side of the streets, and almost hiding the houses from view, are its greatest beauty and attraction. Evergreen hedges and artistic shrubbery abound, lending beauty and effect. LaGrange is far famed for the wealth of its stately elms and graceful maples, which make its drives and walks the artist's joy. The social features of LaGrange, its cultivated society, and the fraternal and enterprising spirit of its citizens, and the active support given the six prosperous churches (which include all the principal denominations) together with the exceptional educational advantages furnished through its high schools and graded grammer schools offering every opportunity to the young, are great inducements to those seeking ideal homes. The architectural designs of the houses are pleasing and varied. Many of the houses give evidence of wealth, and the majority bespeak for their owner's comfortable circumstances. LaGrange Park is beautifully situated near the village on the banks of the Des Plaines river, and should be visited by all desiring pretty scenery, and recreation in a beautiful dell.

La Vergne.—Situated on the Chicago, Burlington & Quincy railroad, 10½ miles from the City Hall. A small suburb.

Lake.—Situated on the Michigan Central railroad, 35 miles from the City Hall.

Lake Bluff.—Situated on the Milwaukee division of the Chicago & North-Western railway, 30¼ miles from the City Hall. This place is conducted after the manner of Chautauqua. During the summer there are frequent gatherings of religious, temperance and literary people on the beautiful heights which overlook Lake Michigan. There are splendid hotel accommodations here.

Lake Forest.—Situated on the Milwaukee division of the Chicago & North-Western railroad, 28½ miles from the City Hall, on the north shore of Lake Michigan. The early history of the ground which it covers is full of Indian romance, and associated with events of great importance in connection with the settlement of the West. The forces of General Scott marched along this territory and pitched their tents beneath the leafy expanse of the forest during the Black Hawk War of 1831. It was at that time that the famous old warrior had his soldiers remove the underbrush and blaze the trees, thus constructing the first roadway from Chicago to Green Bay. It was then tortuous and uncertain in its course. It still remains the highway to the west of the railroad, and is called the Green Bay or old Waukegan road. Of the later history of Lake Forest few of its inhabitants, it is safe to say, have an adequate knowledge. Like Evanston, the town owes its beginning to the establishment of a university. Unlike Evanston, the university once established did not become the life of the town, nor has it in any way been responsible for its growth. [See Lake Forest University.] Of Lake Forest much might be said. Its natural beauties are such as can be appreciated only when seen. Imagine yourself on a bluff which rises abruptly from the water's edge to a height of 100 or more feet. To the east is the broad expanse of blue water. North and south, as far as the eye can reach, is nothing to obstruct the view. Turning around and looking westward the scene changes. Along the bluff and close to its precipitous descent are magnificent dwellings, surrounded by spacious lawns, adorned with luxuriant flower beds. A few steps to the westward and the lake is hidden from view. You are in the midst of as beautiful a forest of trees as you have ever seen. At one time it must have been well-nigh impenetrable. Only a sufficient number of trees have been removed to allow of building and beautifying.

Lakeside.—Situated on the Milwaukee division of the Chicago & North-Western railroad, 17½ miles from the City Hall. A new and pretty suburb.

Lake Villa.—Situated on the Chicago & Northern Pacific railroad, 51⅓ miles from the City Hall. Here is located a magnificent summer resort hotel, erected by Mr. E. J. Lehman, of this city. It is the point at which many of the Fox Lake pleasure-seekers stop, or leave the road for the beautiful lakes in this vicinity.

Lemont.—Situated on the Chicago, Alton & St. Louis railroad, 25½ miles from the City Hall. Immense building stone quarries are operated here. [See Great Industries.]

Libertyville.—Situated on the Chicago, Milwaukee & St. Paul railway, 32 miles from the City Hall.

Linden Park.—Situated on the Galena division of the Chicago & North-Western railway, about 6½ miles from the City Hall. A small suburb within the limits.

Lisle.—Situated on the Chicago, Burlington & Quincy railroad, 26 miles from the City Hall.

Lockport.—Situated on the Chicago, Alton & St. Louis, and Chicago, Santa Fe & California railways, 37 miles from the city. This is the point at which the new drainage canal works will end, so far as the management of the sanitary district of Chicago is concerned. [See Drainage and Ship Canal.]

Lombard.—Situated on the Galena division of the Chicago & North Western railway, 20 miles from the City Hall.

Madison Park (Fiftieth Street).—Situated on the Illinois Central rail road, 6.13 miles from the City Hall.

MANDEL.—A pretty suburb on the Chicago & Northern Pacific Railroad, 6 miles from the Court-house. Take train at Grand Central depot, Harrison st. and Fifth ave. This place has grown in population and importance lately. R. W. Hyman, Jr., & Co., 184 Dearborn st., are agents for property at Mandel, and will give intending purchasers all necessary information.

Manhattan.—Situated on the Wabash, St. Louis & Pacific railway, 40 miles from the City Hall.

Maple Park.—Situated on the Galena division of the Chicago & North-Western railway, 50½ miles from the City Hall.

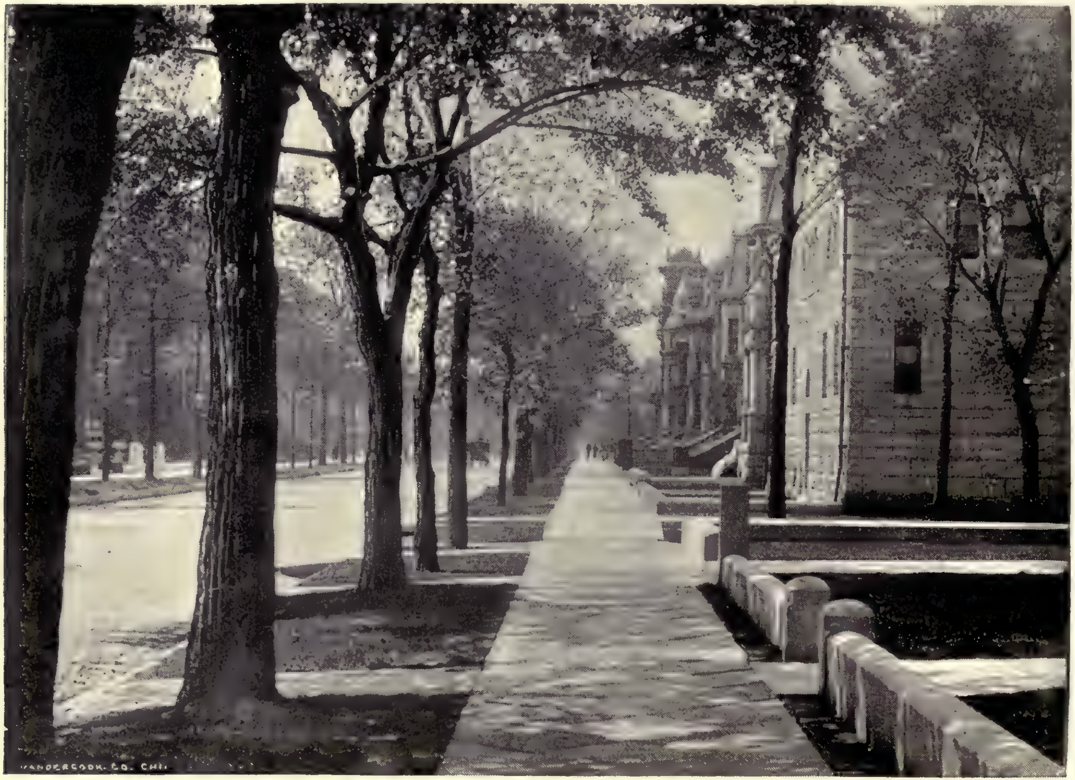
Maplewood.—Situated on the Wisconsin division of the Chicago & North-Western railway, 4½ miles from the City Hall.

Marley.—Situated on the Wabash, St. Louis & Pacific railway, 30 miles from the City Hall.

Matteson.—Situated on the Illinois Central railroad, 28½ miles from the City Hall.

Maynard.—Situated on the Chicago, St. Louis & Pittsburgh railroad, near Joliet crossing, 32 miles from the City Hall.

Maywood.—Situated on the Galena division of the Chicago & North-Western railway, 10 miles from the City Hall. Maywood is the chief village of the township of Proviso, and is quite a manufacturing town. The Desplaines river flows along its entire eastern boundary, and the town site is twenty-five feet above the level of the river and seventy feet above the level of the lake. Its history goes back twenty years, when the site of the town was a trackless prairie and was known as the Niles farm. The Desplaines river adds greatly to the natural beauty of the place. Its course at this point is winding. Its banks on either side are undulating and well wooded. The stream is deep enough at all seasons of the year to


VANDERCOOK. CO. CHI.

[Engraved for The Standard Guide Company.]

LOOKING SOUTH ON PRAIRIE AVENUE FROM EIGHTEENTH ST.

admit of boating. The town itself gives one the impression of a miniature forest in the center of a broad expanse of prairie. The trees planted over twenty years ago have matured and now lend their shade and attractiveness to the streets and lawns. The educational, social and religious advantages of the place have made Maywood a very popular suburb.

McCaffrey.—Situated on the Chicago & Grand Trunk railway, 11 miles from the City Hall.

Melrose.—Situated just west of Maywood on the Galena division of the Chicago & North-Western railway, about ten and a quarter miles from the City Hall.

Millers.—Situated on the Lake Shore & Michigan Southern railway, 30 miles from the City Hall.

Mokena.—Situated on the Chicago, Rock Island & Pacific railway, 30 miles from the City Hall.

Monee.—Situated on the Illinois Central railroad, 34¼ miles from the City Hall.

Mont Clare.—Situated on the Chicago, Milwaukee & St. Paul railway, 10 miles from the City Hall.

Montrose.—Situated at the crossing of two double track main line railways, at the junction of the Evanston cut-off and the Chicago & North-Western and West Chicago Belt line, 7½ miles from the City Hall. The town was founded in the fall of 1870, just one year before the great Chicago fire, the railway companies being interested in its early formation. Montrose is delightfully located. It is the exact geographical center of the town of Jefferson, Mayfair postoffice being the central distributing point for the surrounding settlements. It is fifty feet above the lake and thirty feet above the north branch of the Chicago river, which affords splendid drainage, and like many others of the older suburbs it is fast ripening into a most beautiful place by the growth of the trees which were set out by its founders.

Moreland.—Situated on the Galena division of the Chicago and North-Western railway, about 6 miles from the City Hall. A pleasant little hamlet within the limits.

Morgan Park.—A suburb of 2,500 inhabitants, including many representative business men of Chicago. It is thirteen miles from the Court-house, and is just outside the city limits, which form its northern and eastern boundaries. By being outside the city it controls its own improvements, keeps out the saloons and escapes city taxes. Situated upon the highest part of the famous Blue Island Ridge, which is in marked contrast to the surrounding level land, it has an elevation of 100 feet above Lake Michigan, and commands a view of the whole surrounding country. On account of the elevation, the broken character of the land and the profusion of shade trees, it has natural beauties unsurpassed by any land in Cook county. While Morgan Park is essentially a residence suburb, it is the geographical centre of the great industrial region of Calumet, which comprises South Chicago, Harvey, Pullman, West Pullman, and many other manufacturing districts. Morgan Park is, therefore, not only available to the men engaged in commercial pursuits in the business portion of Chicago, but is the natural residence locality for the whole Calumet region, which is probably developing more rapidly than any other manufacturing and industrial community in the world.

A notable feature of Morgan Park is its educational institutions. The University of Chicago, which will open next October, has located its preparatory school at this point. It has absorbed the Baptist Theological School and the Illinois Military Academy, and will spend $150,000 in erecting additional buildings. The University is richly endowed, and expects within a few years to rival the oldest and best universities in the East. The Chicago Female College at Morgan Park is a young ladies' school of the first order. It is taxed constantly to the limit of its capacity The Quakers are at present negotiating, with every prospect of success, for ground at Morgan Park on which to build a $40,000 school, and establish a general headquarters for the society throughout the United States. In addition to the colleges there are excellent public schools, and a handsome public library, well stocked with choice books.

Morgan Park has already four churches, namely, Baptist, Methodist, Episcopal and Congregational. The Presbyterians are endeavoring at present to raise money to build them a suitable place of worship.

The water and sewer systems are excellent. All the dwellings are supplied with water from two artesian wells, which have a capacity far in excess of the present demand. The sanitary conditions are unexcelled. The elevation of the land affords perfect drainage, with no possibility of malarial diseases incident to flat localities with imperfect sewerage.

The railroad accommodations are good, and are improving each year. Both the main line and the branch of the Rock Island road pass through Morgan Park, and run eighteen trains a day each way. The New Chicago Central road, which has just been completed and will be in operation as soon as spring opens, belongs to the Northern Pacific system, and is a double-track suburban road of the first order. Through a combination of the Baltimore & Ohio, Chicago Central and Rock Island railroads, Morgan Park will have a direct connection with the World's Fair grounds during the Exposition. In addition there are three projected electric roads which will connect Morgan Park with the surrounding suburbs. It is also extremely probable that the South Side elevated railroad will be extended to Morgan Park. The present railroad fare to the city is 9 7-10 cents a ride on a commutation ticket.

Morgan Park has passed the experimental stage, and has entered upon an era of prosperous growth. During the last year there were built over fifty new residences, two handsome business blocks and two new depots. Another business block, to cost over $70,000, is now being built and will be completed about the 1st of May. The town board has recently passed an ordinance, and the first of the contracts have been let, for over ten miles of street improvements, comprising water, sewer and macadam. These improvements will complete the drainage and paving systems of Morgan Park, and will form the most perfect system of street improvements of any suburb of Chicago.

The prices of property are low. They have kept pace with the growth and development of the suburb, but have not been inflated by any unhealthy boom. The rapid advance will come this year, owing to the large number of buildings completed last season and the greater number to be built this year, the extensive street improvements, the opening of the new college and the completion of the new railroad.

Morton Park.—Situated on the Chicago, Burlington & Quincy railroad, 6½ miles from the City Hall. Its history dates back to 1888, and the town owes its origin to a syndicate which purchased the land, and has spared no expense in making it a delightful place. Prominent among the syndicate were P. B. Weare, John Cudahy, James E. Booge, John H. Hurlbut, O. F.

Wolf and C. C. Rubins. It is twenty-three feet above the level of the lake, and trees of all kinds have been planted which will in time give ample shade to the streets. The town took its name from ex-Governor Morton, of Nebraska. For so young a suburb Morton Park is provided with more than the usual amount of improvements. All the streets are macadamized and connected with the city gas system. Its elevation is such as to make the drainage problem an easy one. Its contiguity to the business portion of the city and the excellent suburban service of the Chicago, Burlington & Quincy road are two things that add to the popularity of the town.

Mount Forest.—Situated on the Chicago, Alton & St. Louis railroad, 16½ miles from the City Hall.

Mount Greenwood.—Situated on the Chicago & Grand Trunk railway, 16½ miles from the City Hall.

Mount Prospect.—Situated on the Wisconsin division of the Chicago and North-Western railway, 20 miles from the City Hall.

Naperville.—Situated on the Chicago, Burlington & Quincy railway, 30 miles from the City Hall. This was the nearest settlement to Chicago in 1830. Mr. Stephen Scott, afterward a banker of the place, settled there in that year. During the following two years a number of families arrived by way of the lakes, passing through Chicago. Among them was a Mr Naper, for whom the town was named. At that time a number of the immigrants viewed the site of Chicago with disfavor, and really believed that Naperville would grow to be the more important place of the two. Mr. H. W. Knickerbocker settled in the village in 1833. The place did not grow as was expected but it has been for many years the center of a settlement of sturdy yeomen, and among its citizens are many of the pioneers of Illinois. It is now a beautiful suburb of Chicago; has a number of handsome mansions, charming grounds and other attractions.

New Lenox.—Situated on the Chicago, Rock Island & Pacific railway, 34 miles from the City Hall.

Normal Park.—Situated on the Chicago & Erie railway, 7 miles from the City Hall. Here is located the Cook County Normal School for the education of school teachers.

North Evanston.—Situated on the Milwaukee division of the Chicago & North-Western railway, 13 miles from the City Hall. A part of the suburb of Evanston.

Norwood.—Situated on the Wisconsin division of the Chicago & North-Western railway, 10½ miles from the City Hall.

Oak Glen.—Situated on the Chicago, Milwaukee & St. Paul railway, 17 miles from the City Hall.

Oakland (Thirty-ninth st.).—Situated on the Illinois Central railway, 4.59 miles from the City Hall.

Oak Lawn.—Situated on the Wabash, St. Louis & Pacific railway, 14 miles from the City Hall.

Oak Park.—Situated on the Galena division of the Chicago & North-Western railway, 8½ miles from the City Hall. One of the most beautiful suburbs lying to the west. There are many elegant houses and handsome churches here. The avenues of the village are shaded by trees and the lawns present a delightful appearance in the summer.

Oak Woods.—Situated on the Illinois Central railroad, 9¼ miles from the City Hall. [See Oak Woods Cemetery.]

Orchard Place.—Situated on the Chicago & Northern Pacific railroad, 20½ miles from the City Hall.

Orland.—Situated on the Wabash, St. Louis & Pacific railway, 23 miles from the City Hall.

Palatine.—Situated on the Wisconsin division of the Chicago & North-Western railway, 27 miles from the City Hall. An old and handsome suburb.

Park Ridge.—Situated on the Wisconsin division of the Chicago & North-Western railway, 13½ miles from the City Hall.

Park Side (Seventieth st.).—Situated on the Illinois Central railroad, 8½ miles from the City Hall.

Pine.—Situated on the Lake Shore & Michigan Southern railway, 22½ miles from the City Hall.

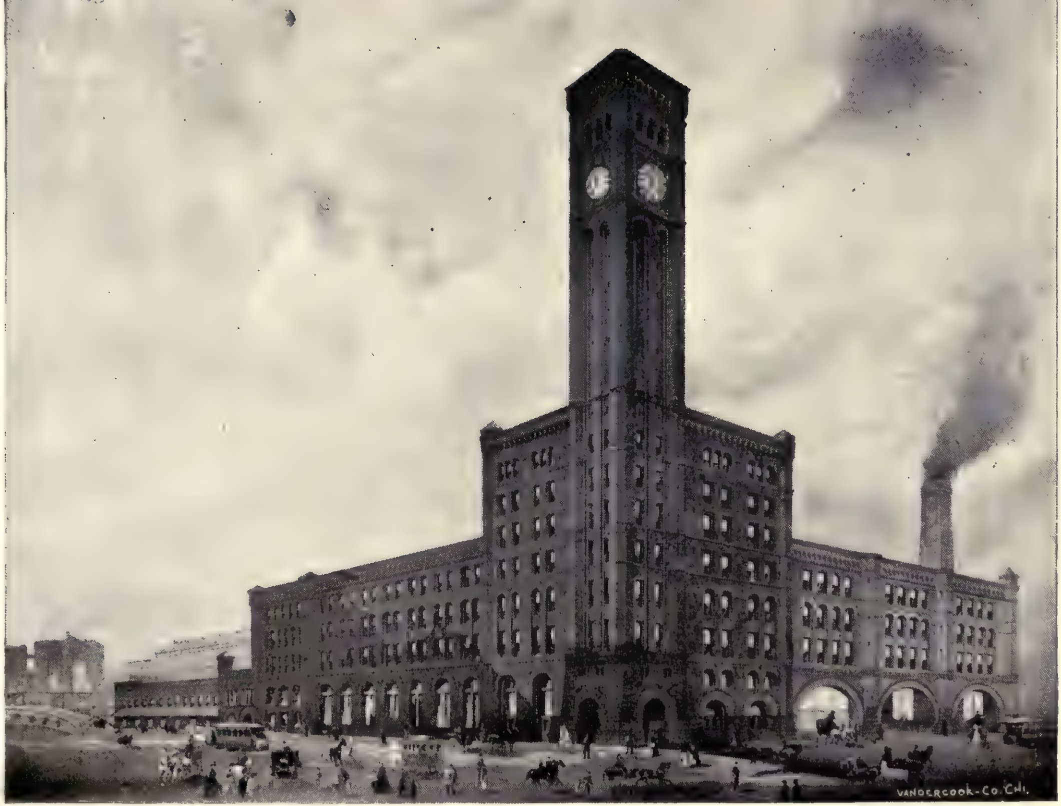
Prairie View.—Situated on the Chicago & Northern Pacific railroad, 34½ miles from the City Hall.

Prospect Park.—Situated on the Galena division of the Chicago & North-Western railway, 22½ miles from the City Hall.

Pullman (One Hundred and Eleventh st.).—Situated on the Illinois Central railroad, 13¾ miles from the City Hall. [See Pullman, under heading "Great Industries."]

Racine, Wis.—Situated on the Milwaukee division of the Chicago & North-Western railway, 68 miles from the City Hall. A large and prosperous town. Manufactures of various kinds are carried on here. The town is beautifully located on the north shore of Lake Michigan. Population, 1890, 21,022.

Ravenswood.—Situated on the Milwaukee division of the Chicago & North-Western railway, 5 miles from the City Hall. Its contiguity to the city makes it a very desirable residence suburb for Chicago people whose business demands their close attention. The town had its origin in the formation of a syndicate organized in 1868; L. A. Willard, Martin Van Allen, Judge G. M. Wilson, D. A. Jones, S. Hodges, C. P. Leland, C. T. Brown, A. F. Seerberger and M. Ladel being its principal promoters. The town was named after a village in New Jersey. Ravenswood has nothing in its history to particularly distinguish it from other suburban towns. Until 1886 it gave no promise of becoming so populous and popular a suburb. But few houses were built by the syndicate. Mr. Leland was at that time auditor of the Michigan Southern and Northern Indiana roads, and through him scores of lots were sold to the employes of the road. Many of them had hardly settled there when they were compelled to move. The road consolidated with the Lake Shore and the general offices were moved to Cleveland, Ohio. This depopulated the town and it became a veritable "deserted village." Following closely came the panic of 1873, leaving it deader than ever. It remained so until the country intervening filled up and the city expanded. Annexation did wonders for Ravenswood. Since that eventful time the town has been given most all the modern improvements. Every street has been macadamized and presents a broad, pleasant and shady thoroughfare. The town has been connected with the Lake View gas system. The Lake View High School is located at the southeast corner of the town. It is one of the completest


VANDERCOOK-CO. CHI.

[Engraved for The Standard Guide Company.]

GRAND CENTRAL PASSENGER STATION, HARRISON ST. AND FIFTH AVE.

[See " Wisconsin Central Lines."]

schools in outfit and thoroughness of training in the country. Besides this there are two excellent graded schools. Four denominations have found homes in Ravenswood and have built fine houses of worship. In 1882 the citizens formed a public library association and built a two-story, plain stone, library building. It now contains a well-selected library, which is open to the public every evening. There is a hall in the building that is used for public entertainments.

Ravinia.—Situated on the Milwaukee division of the Chicago & North-Western railroad, 21½ miles from the City Hall.

Redesdale.—Situated on the Chicago & Grand Trunk railway, 40 miles from the City Hall.

Rhodes.—Situated on the Chicago & Northern Pacific railroad, 13½ miles from the City Hall.

Richton.—Situated on the Illinois Central railroad, 29½ miles from the City Hall.

Ridgeland.—Situated on the Galena division of the Chicago & North-Western railway, about 8 miles from the City Hall. This is a charming suburb and one that is growing rapidly.

Riverdale.—Situated on the Chicago, St. Louis & Pittsburg railroad, 20 miles from the City Hall.

River Forest.—Situated on the Galena division of the Chicago & Northwestern and the Wisconsin Central railways, beside the Desplaines river, 9 miles west of the City Hall; founded about 1855. In 1860 the first schoolhouse was erected and Miss Frances Willard was made teacher. Through her instrumentality a Sunday-school was established, which resulted in the organization of a church society and the building of a Methodist church. In 1889, the town attracted the attention of home-seekers and since then it has grown rapidly. Population, 1890, about, 1,000. The location is a beautiful and healthful one, eighty feet above the lake. It is literally a town built in a forest. Not only are the streets made inviting by the double rows of elms and oaks, but the houses are almost, without exception, hidden from view by forest trees, some of them four feet in diameter. A complete system of sewerage has been put in and all the streets are paved with Lombard gravel. Most of the streets are eighty feet wide, but River Forest has seven avenues running east and west that are 100 feet wide, for the distance of one mile. The building lines are strictly adhered to and not a house but is set back eighty feet from the road.

River Park.—Situated on the Chicago & Northern Pacific railroad, 15½ miles from the City Hall.

Riverside.—Situated on the Chicago, Burlington & Quincy railroad, and beside the Desplaines river, 12½ miles from the City Hall. This is one of the most charming of Chicago's suburbs. It was laid out on the "Improvement Plan" just before the financial panic of 1873; Mr. David Gage, at the time treasurer of the city of Chicago, and a number of prominent capitalists being interested in the enterprise. Avenues, sewered and paved with asphaltum, wound in semi-circles and serpentine curves through the virgin forest. Gas and water works were provided. A number of handsome mansions were erected, and it was part of the general plan that no residences costing less than $25,000 should be built in the suburb. The panic came, however, before the investment began to make returns; Mr. Gage was discovered to be short in his accounts with the city, and stock in the Riverside Company became a drug in the market. About the same time, rumors to the effect that Riverside was troubled with malaria were current, and many of those, who had taken up their residence there, deserted their homes and moved back to the city. The grand hotel was allowed to remain unoccupied, as were the handsome residences, for years. Decay set in. The gas works were dismantled, and, until 1880, property at Riverside could be bought for a song. About that time, however, a new movement in the direction of the beautiful suburb set in, and since then the place has more than recovered from its set-back. Many prominent and wealthy citizens of Chicago now reside there. The location is picturesque and has proved to be perfectly healthful.

Rockefeller.—Situated on the Chicago & Northern Pacific railroad, 40½ miles from the City Hall.

Romeo.—Situated on the Chicago, Santa Fe & California railway, 41½ miles from the City Hall.

Roseland.—Roseland joins Pullman at Indiana ave. (See birds-eye-view). It was one of the first settlements west of Lake Calumet, being originally an agricultural community. It was known as "The Holland Settlement," and the appellation fitted to a charm, as its first settlers were sturdy, industrious immigrants from the vicinity of Rotterdam and Amsterdam, who arrived in 1848. The post-office was originally called Hope post-office, but in 1873 it was changed to Roseland. The location was excellent and under the efforts of the sober, industrious settlers the little colony flourished. It also continued to receive accretions from Holland. The colonists established a church and a school-house and pursued a peaceful existence without exciting incident for many years. Along in the "70's" the first subdivision was made. In 1880 Pullman was located, and since that time James H. Van Vlissingen and Arthur Van Vlissingen laid out the main subdivisions, and put several hundred acres upon the market, initiating a movement by which Roseland to-day has 6,000 population who enjoy every good that city life affords, as it was annexed to Chicago in November, 1890. The geography of the region makes Roseland the home of the artisan. He is attracted by a double magnet—work at the adjacent huge manufactories and a high and dry and healthy location for a home, for Roseland offers a combination rarely met with in the Calumet region—the manufactory and home site side by side. Undoubtedly the sturdy Hollanders knew what they were about when they settled at Roseland away back in 1848. Hollanders are generally supposed to take kindly to low ground. Perhaps they desired a change; at any rate they picked out almost the highest land in the region for miles around, for Roseland is situated on a north and south ridge about a mile west of the shore of Calumet lake. The country between Lake Michigan and Lake Calumet is very low, but the land on the western shore of Lake Calumet rises steadily and suddenly at Roseland to an elevation of thirty feet; quite a respectable altitude for Chicago, which is scoffed at by some jealous critics as being "flat as a pancake." A survey of the map enforces the proposition by no means a new one, that the future of this district, lying to the west of Calumet Lake, is more promising than that of any other locality in the whole Calumet region. Not only has nature been lavish, but, situated as Roseland is, on the great thoroughfares leading direct from the heart of Chicago—State and Halsted streets among others—it is in the direct line of future elevated, cable and electric roads. In fact several projected "L" roads run through this territory. It is already splendidly equipped with railroad facilities. On its eastern border runs the Illinois Central Railroad, with its magnificent suburban service. Almost through its center run the Pan Handle, the Chicago & Eastern Illinois and the Chicago & Western Indiana Railroads. Over the latter's tracks it makes connection just to the north with the Belt Line, of which system the Chicago & Western Indiana is part, and thus with every railroad entering Chicago. Roseland is thus provided with both passenger and freight facilities unexcelled. It now has 107 passenger trains per day to and from Chicago. Roseland has police and fire protection and schools. There is no trouble about perfect drainage, no expense for filling streets and no special assessments for costly curb walls. Every home owner can have his own cellar. Fifteen thousand feet of watermains are being put in Roseland streets, making a total of three miles. Contracts have been let to commence the erection of one of the handsomest public schools in Chicago, to cost $75,000. This school will contain sixteen rooms and an assembly hall, and will be constructed of pressed brick and stone. Nowhere within the city limits is there greater activity in building operations than at Roseland. The churches are as follows: Baptist, Swedish Church, Dutch Reformed. First Reformed, Dutch Reformed, Christian Reformed, Dutch Reformed, Bethany Church (English), Evangelical Lutheran, German, Evangelical Lutheran, Swedish. Evangelical Free Church, Swedish, Methodist Episcopal, Grace Church, Presbyterian, Roman Catholic, Church of the Holy Rosary, Roman Catholic, St. Nicholas (German), Roman Catholic, St. Louis (French), Bethesda Norwegian and Danish Lutheran Church, Salvation Army, Seventh Day Adventists and sects having no church building.

Sag Bridge.—Situated on the Chicago, Alton & St. Louis railroad, 21½ miles from the City Hall. The scene of one of the most dreadful railroad accidents that ever occurred in this State.

Sherman.—Situated on the Chicago & Grand Trunk railway, 13½ miles from the City Hall.

Silver Lake.—Situated on the Chicago & Northern Pacific railroad, 61½ miles from the City Hall. A summer pleasure resort.

South Chicago.—Situated on the Illinois Central, Chicago, Rock Island & Pacific and Baltimore & Ohio railroads, twelve miles from the City Hall, within the limits. A great manufacturing center. A part of the Illinois Steel Company's works are located here. There are immense manufactories, docks, etc., in the vicinity. [See Great Industries.]

South Englewood.—Situated on the Rock Island and the Eastern Illinois railroads, between Eighty-third and Ninety-second sts., north and south, and Stewart ave. and Robey st., east and west. The location of the town has had much to do with its rapid growth. It is practically a part of the city proper, its center being the junction of Ashland ave. and Halsted st. Immense improvements have been made during recent years. It is well paved, sewered and lighted, and has many elegant homes and business houses, schools and churches.

South Evanston.—Situated on the Milwaukee division of the Chicago & North-Western railway and on the Evanston division of the Chicago, Milwaukee & St. Paul railway, eleven miles from the City Hall, on the north shore of Lake Michigan. There are two stations, "Calvary," the station for the principal Roman Catholic Cemetery of the city, and South Evanston proper. One of the prettiest of the suburbs. It is distinct in government and character from Evanston, although the two villages meet and mingle with each other, the line between them being simply the width of a street. Unlike Evanston, South Evanston has no "institutions," the only public building in the place being the Old Soldiers' Home, now used as a girls' industrial school. [See Training School for Boys and Girls.] It is purely a village of homes. South Evanston has a mile frontage on the lake, just where the shore makes a graceful bend toward the town. Situated thus it affords an unobstructed view from any point. The topography of the country is such as to afford an excellent town site. Commencing at the lake shore the land rises gradually and gracefully till it reaches an elevation of twenty-five feet at Chicago ave. From Chicago ave. to Ridge ave. is another rise of twenty-five feet. Had the land been made to order it could not have been better suited for a complete and effective drainage system. In 1888 the population of South Evanston was in the neighborhood of 1,500. In 1891 it was nearly 4,000. The late Gen. Julius White was the founder of South Evanston. After the great Chicago fire the firm of Warren Keeney & Co. made extensive improvements in the town, erecting a large number of very fine residences for which, at the time, there was no market. This firm borrowed money at a high rate of interest to maintain its investments, but was finally compelled to surrender everything. The costly residences remained tenantless for a number of years and many of them went to ruin. By the time South Evanston took on its new growth they were too old-fashioned to meet the requirements of the new residents, and they have fallen into the background or disappeared to make room for the more modern dwellings of the place. The failure of the Warren Keeney investment was a terrible blow to the village, and it did not recover from it for several years. It has been growing, at times, slowly, but always steadily and substantially since 1880, and it now ranks among the most popular suburbs on the North-Western system. The village has a splendid water and sewer system; its streets are well paved, and public improvements are constantly under way. The water and electric light plants are owned by the village government, which is vested in a board of trustees. There are four handsome churches here—Methodist, Episcopalian, Presbyterian and German Catholic—and two large public school buildings. Sheridan Road runs through the entire length of the town, and ample provision has been made for a beautiful park on the lake shore. Nearly all the streets are eighty feet wide and the alleys twenty. The lots are fifty feet front by from 175 to 200 feet deep. The residences are not elegant, but nearly all are neat and comfortable. [The village voted to unite with Evanston, Feb. 20, 1892. See "Evanston, City of."]

South Lawn.—Situated on the Illinois Central and Chicago & Grand Trunk railways, 23½ miles from the City Hall.

South Lynne.—Situated on the Chicago, St. Louis & Pittsburg railroad, 11 miles from the City Hall.

Spring Bluff.—Situated on the Milwaukee division of the Chicago & North-Western railway, 45 miles from the City Hall.

Stone Wood.—Situated on the Illinois Central railroad, 24 miles from the City Hall.

Stough.—Situated on the Chicago, Burlington & Quincy railroad, 19½ miles from the City Hall.

Summerdale.—Situated on the Milwaukee division of the Chicago & North-Western railway, about 6½ miles from the City Hall. There is a cotton factory here which employs a large number of girls.

Summit.—Situated on the Chicago, Alton & St. Louis railroad, 12 miles from the City Hall, on the Desplaines river. This is where the celebrated "Long" John Wentworth farm is located. It was formerly quite a fishing resort.

Sycamore.—Situated on the Galena division of the Chicago & North-Western railway, 60 miles from the City Hall.

Thatcher's Park.—Situated on the Chicago & Northern Pacific railroad, 12½ miles from the City Hall. A picnic resort.

Thornton.—Situated on the Chicago & Eastern Illinois railroad, 22½ miles from the City Hall.

Tolleston.—Situated on the Baltimore & Ohio, Lake Shore & Michigan Southern, Michigan Central, and Pittsburg & Fort Wayne railroads, 25 miles south of the City Hall. This is destined to become one of the greatest of Chicago's outlying industrial towns. It is the proposed site of the new stock yards projected by Armour, Swift, Morris & Co. [See New Stock Yards.]

Tracy.—Situated on the Chicago, Rock Island & Pacific railway, 13 miles from the City Hall. A manufacturing suburb.

Tremont.—Situated on the Chicago, St. Louis & Pittsburgh railroad, 9½ miles from the City Hall.

Trevor.—Situated on the Chicago & Northern Pacific railroad, 59 miles from the City Hall.

Turner.—Situated on the Galena division of the Chicago & North-Western railway, 30 miles from the City Hall. A large country town, well built and handsomely laid out. Many Chicago people reside here.

Upwood.—Situated on the Chicago, St. Louis & Pittsburgh railroad, 15 miles from the City Hall.

Warrenton.—Situated on the Chicago, Milwaukee & St. Paul railway, 37 miles from the City Hall.

Washington Heights.—Situated on the Chicago, St. Louis & Pittsburg railroad ("The Panhandle"), 16 miles from the City Hall. Washington Heights has been recently annexed to Chicago. This suburb is situated just north and a little east of Morgan Park, so close that the skirts of the two villages meet. Though its history as an incorporated town dates back but a few years, the settlement is one of the oldest in Cook county. The admirable shipping facilities have begun to attract manufacturing interests to Washington Heights. About one year ago the Chicago Bridge and Iron Company, a consolidation of the Kansas City and Rochester (Minn.) companies, located there. The town is not lacking in churches and social features. The social element is dominated by the Tracy club, which has an elegant building. The finest residence in the town is that of R. C. Givens, Esq., on Tracy avenue. It is built after the order of an old feudal castle. There are many other elegant residences in the town, however. A visit to Washington Heights will repay the stranger.

Waukegan.—Situated on the Milwaukee division of the Chicago & North-Western railway, 35½ miles from the City Hall. This is a large town. Many professional and business people of Chicago reside here. There are some beautiful grounds and private residences in Waukegan and vicinity.

Waukesha.—Situated on the Galena division of the Chicago & North-Western railway, 104½ miles from the City Hall. One of the most celebrated pleasure and health resorts in the United States. Can also be reached by Wisconsin Central and Chicago, Milwaukee & St. Paul railroads. Population, 1890, 7,475.

Wayne.—Situated on the Galena division of the Chicago & North-Western railway, 35 miles from the City Hall.

Wentworth.—Situated on the Chicago, Santa Fe & California railway, 16½ miles from the City Hall.

West Ridge.—A surburban village near Evanston recently organized. It has come into prominence by reason of the attempt made there to open places for the sale of liquor, it being within the prescribed four mile limit of the Northwestern University.

West Roseland.—Situated on the Chicago & Eastern Illinois railroad, about 12 miles from the City Hall.

Western Springs.—Situated on the Chicago, Burlington & Quincy railroad, 17 miles from the City Hall.

Wheaton.—Situated on the Galena division of the Chicago & North-Western railroad, about 25 miles from the City Hall. A thriving town.

Wheeling.—Situated on the Chicago & Northern Pacific railroad, 29½ miles from the City Hall.

Whiting, Indiana.—This is one of the most important manufacturing suburbs in the vicinity of Chicago. Situated almost directly adjoining South Chicago, on the line of the Baltimore & Ohio, Lake Shore & Michigan Southern and the Pennsylvania Railway systems, and served by the Calumet Terminal Road. These unusual facilities for bringing in raw material and shipping out the manufactured products with cheap fuel, would build up alone a great manufacturing town. Lying on the Lake shore with a natural harbor, only the building of piers is needed to unload the traffic of the lakes on her docks, and add cheap water freights to her unsurpassed railroad connections. Situated almost directly adjoining South Chicago, it will for all practical purposes soon be a part of this great city and participating in its advantages. Already Whiting is the chief supply point of fuel oil, the Standard Oil Co. having erected here their most extensive works, and the largest refinery in the world. The stills of this mammonth concern will have, when completed next March, a daily capacity of 25,000 barrels of oil. Before that time the officials of the Standard Oil Co. state they will employ fully two thousand more men. As the trains now carry every day over a thousand men to and from South Chicago, where they are compelled to find lodgings and homes, it can be seen what an impetus will be given to the growth of Whiting in at once providing homes for this army of toilers. Already a system of water works has been put in and plans laid for building a large city. Those who have carefully watched the progress of the times are fully aware that fuel oil is rapidly superceding coal as well as natural gas. The smoke nuisance is the greatest objection to coal, while the uncertainty of natural gas wells have sadly depreciated its value as a desirable and reliable fuel. With the use of oil as a fuel, one of the greatest and most far reaching reforms of the times was inaugurated a few years ago. Investigation and experiments soon showed that oil was cheaper, cleaner, more reliable than coal, besides producing better results.

Fuel oil is a partially refined petroleum divested of all explosive qualities and retaining the heavier properties which render it desirable for fuel only, or, in other words, a distillate made from crude petroleum especially for burning purposes.

The hydro carbon burner, used by most manufacturers, takes a lower grade of oil, or crude petroleum itself. Only scientists or mechanical engineers have a correct conception of the amount of heat evolved by oil when in a state of combustion. Anthracite coal compares with fuel oil as follows: The combustion of one pound of coal will raise the temperature of 60 pounds of water from 32 to 212 degrees, while the combustion of one pound of fuel oil will make the same change in temperature of 90 pounds of water, thus favoring oil in the proportion of 50 per cent. over coal.

The gas vapor produced is in appearance like natural gas when burning and will produce units of heat sufficient to melt cast iron or steel. The oil, when in a state of combustion, produces little smoke and no ashes, yet the heat is as decisive and genuine as the heat from anthracite coal in a blast furnace. Before fuel oil could come more generally into use many obstacles had to be overcome. Furnace grates had to be modified, and a number of patent devices were introduced to secure thorough consumption and uniform heat. All the difficulties were speedily surmounted, however, and it costs very little now to change a coal furnace into an oil consumer, and the economic results are invariably surprising. Advantages of fuel oil over coal and even natural gas are many and great. The heat can be made as steady as gravity. There is no loss of heat by opening the doors and covering over the fire with fresh fuel, or admitting a cold blast of air to reduce the heat. The fire may be extinguished immediately, and there will be no bed of coals to smoulder or waste away. There is no loss of heat, as with coal, in passing up the chimney in the shape of smoke and gases. The output, from the steadiness of the heat, is greatly improved in quality as well as in quantity in many manufacturing establishments, such as salt, iron and steel works, gas works, paper mills, brick yards, etc. On the score of economy oil is immensely superior to coal. From 2½ to 3 barrels are equivalent to a ton of the coal generally used for steam purposes. The average price of steam coal is $2; the city of Chicago pays $2.83 for Pittsburg. Oil delivered in Chicago is worth 53 cents per barrel. Three barrels, which ordinarily gives the result of a ton of coal, costs $1.59, or a saving of $1.24. The question of the supply of fuel oil is one in which every consumer is interested. On Sept. 30th the visible supply of oil in stock was as follows. Gross stocks held by the Standard Oil Company:

	BARRELS.
Pennsylvania, New York, Eastern Ohio and Virginia oil	12,347,316 89
Western or Lima oil	24,124,391 54
Gross stocks held by other companies:	
Pennsylvania, New York, Eastern Ohio and Virginia oil	1,518,428 96
Western Ohio or Lima oil	1,000,000 00
Total	38,999,137 29

The production of oil during September was:

	BARRELS PER DAY.
Pennsylvania, New York, Eastern Ohio and Virginia oil	80,000 00
Western Ohio and Lima oil	48,967 69
Total	128,967 79

These figures are collated from the reports of the Standard Oil Company, and from the various monthly reports of the different oil companies and transportation pipe lines.

The Lima (Ohio) oil region contains thousands of acres of oil-producing territory already defined and as yet undeveloped, or only developed so as to protect boundaries and leases. In addition to the vast undeveloped oil fields of Pennsylvania, Virginia, and Ohio, it is well known from experimental tests made by oil producers,as well as from the published opinions of eminent geologists, that Indiana, Kentucky, Tennessee, Kansas, Colorado, Wyoming, Dakota, New Mexico, California, and Indian Territory all contain oil producing districts of extensive area, not yet defined or developed and only awaiting a market to stimulate their development. Then there are the extensive oil fields of Russia, India, South America, and Australia. Taking into consideration the enormous amount of oil yielded by a single acre of oil-producing territory during the life of wells, the estimate that there are ten barrels of oil for every ton of coal among the resources of the earth is not out of the way.

No better test of the advantages of oil as a fuel need be given than the experience of the Illinois Steel Company, the largest iron works in the world. This company owns coal mines and coal cars and are of course able to supply themselves at cost; but for four years they have used oil exclusively for all steam and heating purposes, their daily consumption being 5,000 barrels a day, entirely taking the place of coal.

Many immense manufacturing concerns have located at Whiting. The town had scarcely a population of 50 in 1890. In 1892 it has over 5,000. The Messrs. Davidson, of Whiting, leading real estate dealers of the town, also publish the Whiting *News*, in a recent edition of which they say :

"The Standard Oil Company, which is admitted by the public in general as the largest and best managed corporation in the world, have recognized this years ago. Then the question arising was, where to locate in Indiana and still derive the benefits of Chicago's railroad distributing facilities ?

Whiting was selected as the most desirable place to locate the largest and most substantially built refineries in the world, owning a site of 400 acres.

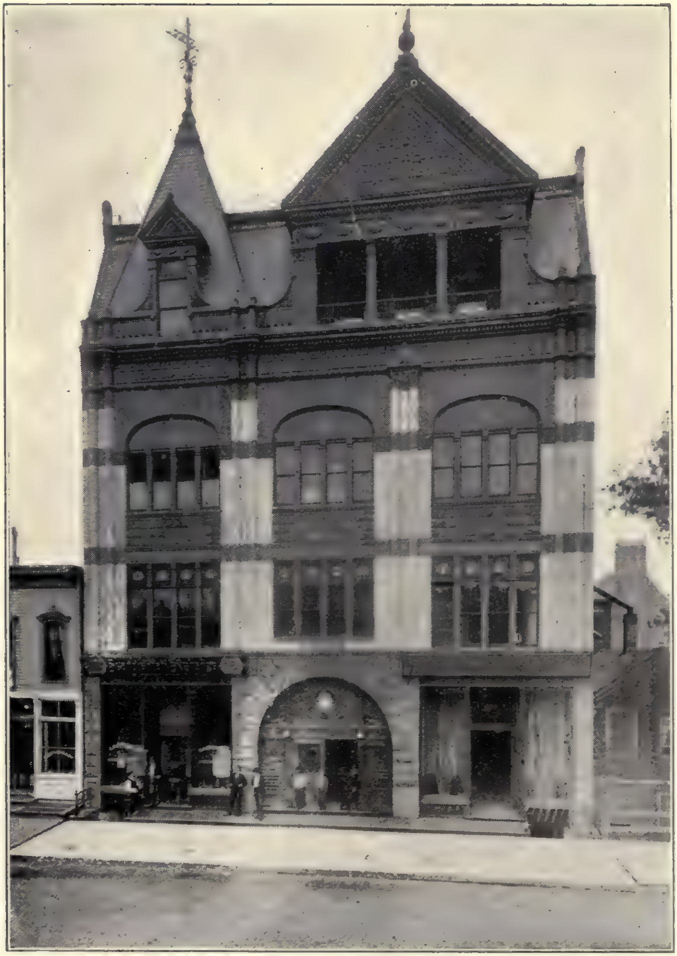
Whiting advantages :

1. By the time the plant is completed in its various departments, it will be at the center of population of the United States.

2. It has three trunk lines passing through it into Chicago, and at this point (Whiting) the three lines are joined with each other by the Chicago & Calumet Terminal, which also connects with each of the twenty-five main lines that go out from Chicago, thus making it possible for the company to ship its daily output of 25,000 barrels, when run at full capacity, direct from the yards in the refinery to any point east, west, north and south, in the United States, Canada or Mexico.

3. Whiting is on the lake, and is midway between the proposed East Chicago harbor, and the harbor at Sheffield proposed by the Knickerbocker Ice Company. They are enabled to get their gravel and sand for construction direct from the beach And above all, their five-foot tunnel under the lake gives them an unlimited supply of water at all seasons of the year.

4. Whiting is only two miles from the limits of Chicago, being the nearest railroad center in Indiana. It is seventeen miles from the center of the city, and in easy reach by the suburban trains. There are over fifteen passenger trains every day carrying passengers to and from the city to Whiting daily.



[Engraved for The Standard Guide Company.]
SCANDIA HALL, W. OHIO ST., NEAR MILWAUKEE AVE.
[See "Scandia Hall."]

Wild Wood (One Hundred and Twenty-eighth street).—Situated on the Illinois Central railroad, 16½ miles from the City Hall.

Willow Springs.—Situated on the Chicago, Santa Fe & California and Chicago, Alton & St. Louis railroads, 17½ miles from the City Hall.

Wilmette.—Situated on the Milwaukee division of the Chicago & North-Western railway, fourteen miles from the City Hall, on the north shore of Lake Michigan. The town was called after one of the earliest French settlers, a man named Ouilmette, and the manner in which the name is spelled now is entirely in deference to its English pronunciation. After having a sort of Rip Van Winkle existence for years it has suddenly become a popular suburban home. The building of the Milwaukee & St. Paul road gave the town a little start. The Sheridan road again called attention to the beauties of the location. In passing through Wilmette one gains the idea that he is in the midst of a trackless forest. All that can be seen is a house or two and an opening through the forest where the railroad tracks are laid. It is only by a visit, then, that one can see and appreciate its great natural beauty. Its elevation is from thirty to fifty feet above the lake. The whole tract is densely covered with a forest of lofty elms which forms one of the chief charms of the place. It has more lake frontage than any town south of it and the beach, instead of being sandy and sloping, is hard soil and rises abruptly to the height of several feet.

Winfield.—Situated on the Galena division of the Chicago & North-Western railway, twenty-seven miles from the City Hall.

Winnetka.—Situated on the Milwaukee division of the Chicago & North-Western railway, eighteen miles northeast of the City Hall, on the north shore of Lake Michigan. The first plat of the town was made in 1854 by Charles E. Peck and Walter Gurnee. Chicago had not grown enough at that time to make the new town of any value as a suburban residence place. Quite a number of people, however, were attracted by the natural beauties of the place and settled there. In the Indian language the name Winnetka means "Beautiful Place." The place had not grown as rapidly as many of its neighbors up to 1888, but since then there has been great activity in property, and several handsome improvements have been made. Like Lake Forest, the site is a bluff commanding a view of the lake along the entire extent of the town. The almost unbroken forest of elm, oak, maple, hickory and other variety of trees is still there. So much in fact remains that it is uniformly impossible to see the houses till one comes abruptly upon them as they stand concealed beneath a leafy canopy. At some points the bluff rises perpendicularly to a height of ninety feet above the lake. Just back of its bald top extends the Sheridan road.

Woodlawn.—Situated on the Illinois Central railroad, eight and one-half miles from the City Hall. Woodlawn is bounded on the north by Midway plaisance, separated by Sixteenth st.; on the east by Jackson Park, separated by Stony Island ave.; on the south by Oakwood Cemetery, separated by sixty-seventh st., and on the west by Washington Driving Park, separated by Cottage Grove ave. The location of Woodlawn, nestled as it is among the grandest parks of the city and yet only thirty minutes' ride from Randolph st., without a saloon within a mile, with a perfect drainage system, excellent schools, and charming residences, makes an ideal town.

Worth.—Situated on the Wabash, St. Louis & Pacific railway, seventeen miles from the City Hall.

RAILROADS AND WHERE THEY LEAD TO.

Chicago is practically the terminal point of all the great trunk lines of railway, North, South, East and West, in the United States, the Dominion of Canada and the Republic of Mexico. Nearly all the railway systems of the continent have, either directly or by proprietary connections, sought and obtained an entrance to this city and a share in the immense traffic which centers here. Over ninety thousand miles of railway center in Chicago at the present time. Chicago is conceded to be the greatest railway d*epot* in the universe; more passengers arrive and depart; more merchandise is received and shipped here daily than in any other city on the globe. Illinois, of which Chicago is the metropolis, has the greatest railway mileage of any State in the Union—14,017 miles. Below are the great railway lines which radiate from this center:

Atchison, Topeka & Santa Fé Railroad.—The main stem and parent railroad of the Santa Fe system. As is the case in other instances, the visitor will seldom hear this great railroad, or the system of which it forms a part, spoken of by its proper title. It is too long for the average American. Hence it is familiarly, popularly and briefly known as the Santa Fe. In stock parlance, however, it is known and quoted—in tables, Wall street reports, etc.—as "The Atchison." The Santa Fe system, as it exists at present, is one of the grandest railroad combinations on the continent. Total miles of railroad owned and controlled by the company, 6,443.24. To the above must be added railroads controlled jointly with other railroad companies, making the aggregate 7,703.74 miles.

DEPOT.—All trains over the Atchison, Topeka & Santa Fe system arrive at and depart from the magnificent depot known as Dearborn Station, foot of Dearborn street, corner of Polk street and Third avenue. Here every arrangement is made for the comfort and convenience of the company's patrons. There are large and elegant waiting rooms for ladies and gentlemen; attendants are always on hand to render assistance to women and children; depot agents give all required information and see that no mistakes are made by strangers in boarding trains, etc.

GENERAL OFFICES.—During 1889-90 the office of the president, which had been in Boston, was located at Chicago, on the line, and the president was relieved of the administration of the financial and accounting branches of the service, which were placed distinctively in charge of the vice-president, in Boston, under immediate direction of the chairman and board, thus permitting the attention of the president to the operations and general physical benefit of the properties. The general offices of the system in Chicago are located in the Kearsarge building, Dearborn and Jackson sts. Here are located, besides the president and his assistant, the Passenger Traffic Manager, Mr. W. F. White; the Assistant Passenger Traffic Manager, Mr. John J. Byrne; the General Freight Traffic Manager, Mr. J. A. Hanley, and his assistant, the purchasing agent and minor officers. The general operating forces of the system are located at Topeka, Kans.

PASSENGER DEPARTMENT.—As the visitor will probably have to do with the passenger department exclusively, it is suggested that with reference to arrangements for special cars, special trains, the accommodation of large parties, or the mapping out of special routes or tours, he will call upon or communicate with Mr. W. F. White, Passenger Traffic Manager, or Mr. John J. Byrne, Assistant Passenger Traffic Manager, Kearsarge building, Chicago.

POINTS REACHED.—The Atchison, Topeka & Santa Fe railroad system extends to all important points and places of interest to the visitor, American or foreign, in the following States and Territories: Illinois, Iowa, Missouri, Arkansas, Kansas, Nebraska, Oklahoma, Indian Territory, Texas, Colorado, New Mexico, Arizona, California, as well as points in the Republic of Mexico. Take this line at Chicago for Galesburg, Pekin, Peoria, in Illinois; for Fort Madison, in Iowa; for St. Louis, St. Joseph, Kansas City, Springfield, in Missouri, for Atchison, Topeka, Leavenworth, Wichita, Newton, Dodge City, Manhattan, Arkansas City, Florence, Pittsburg, Coffeyville, in Kansas; for Guthrie, in Indian Territory; for Purcell, in Oklahoma; for Gainesville, Fort Worth, Dallas, Paris, San Angelo, Temple, Houston, Galveston, El Paso, in Texas; for City of Mexico (by connection), Guaymas, Hermosillo, in the Republic of Mexico; for Pueblo, Denver, Colorado Springs, Trinidad, in Colorado; for Las Vegas, Santa Fe, Albuquerque, Silver City, in New Mexico; for Prescott, Grand Canon of the Colorado river, Benson, in Arizona; for San Diego, National City, Coronado Beach, San Bernardino, Los Angeles, Riverside, Colton, Passadena and San Francisco (by connection). There is probably more variety of scenery, as well as more grandeur, to be witnessed in a tour over this system, than on any the visitor can take. The wonderful mountain and valley scenery of Arizona and New Mexico is not surpassed anywhere on earth. The magnificent cactus fields, where every one of the thousands of varieties of that strange plant, from a few inches to twenty or thirty feet in height, may be seen from the car windows; the wild and rugged mountain gorges and canons, the beautiful orange groves and vineyards of southern California, the quaint half Mexican, half Spanish villages and towns —the varieties of climate, from the cold winds of the mountain ranges to the salubrious zephyrs of the valleys, all combine to make a journey over the Santa Fe a delightful one for the pleasure-seeker, an essential one for the health-seeker, and a necessary one for the tourist who is desirous of witnessing the marvelous development of the great Southwest.

PRINCIPAL OFFICERS.—The principal officers of the Atchison, Topeka & Santa Fe Railroad Company are: George C. Magoun, Chairman of the Board, Boston, Mass.; Allen Manvel, President, Chicago, Ill.; Joseph W. Reinhart, Vice-president, Boston, Mass.; A. A. Robinson, Second Vice-president, Topeka, Kan.; J. D. Springer, the Third Vice-President, Chicago, Ill., Edward Wilder, Secretary, Topeka, Kan.; John P. Whitehead, Comptroller, Boston, Mass.; Edward Wilder, Treasurer, Topeka, Kan.

PRINCIPAL OFFICERS IN CHICAGO.—The principal officers of the Atchison, Topeka & Santa Fe railroad system in Chicago are: Allen Manvel, President; J. D. Springer, Assistant to the President; W. F. White, Passenger Traffic Manager; John J. Byrne, Assistant General Passenger and Ticket Agent; J. A. Hanley, Freight Traffic Manager; W. B. Biddle, Assistant Freight Traffic Manager; G. T. Nicholson, the General Passenger and Ticket Agent, is located at Topeka, Kan.

TICKET OFFICE.—The central ticket office of the Atchison, Topeka & Santa Fe railroad system is located at 212 Clark st., near the general Post Office. Here the visitor may purchase tickets to any point covered by the system or its connecting lines, secure sleeping-car berths, and obtain all necessary information regarding the arrival and departure of trains, rates of fare, etc. Here, also, printed matter containing general information regarding the lines covered by the system, time tables, guides, etc., may be had free on application.

Baltimore & Ohio Railroad.—The oldest of the great trunk lines of the United States. The Baltimore & Ohio Railroad Company was chartered in Maryland, February 28, 1827, and in Virginia, March 8, 1827. In 1852 the total number of miles operated by the company was 379. This great railroad has grown with the nation, has assisted very materially in its development, and has for years been recognized as one of the most important highways across the most populous section of the republic. During the War of the Rebellion it was a factor of prime consequence, and was guarded with jealousy and unremitting care by the Federal Government. In the days of peace, however, its triumphs have been greatest, for it has contributed largely toward the upbuilding of the magnificent territory which it penetrates, as well as to the property of the millions who have settled along its lines.

BUSINESS OF THE COMPANY.—The Baltimore & Ohio Railroad Company does an annual business exceeding $24,000,000. Its annual operating expenses are over $17,000,000. It carries annually over 14,000,000 tons of freight, and over 10,000,000 passengers.

DEPOT.—The trains of the Baltimore & Ohio Railroad Company run into the Grand Central passenger station, situated at the corner of Harrison street and Fifth avenue.

EQUIPMENT.—The Baltimore & Ohio railroad is equipped in a most complete and magnificent manner, its trains being among the most elegant arriving at and departing from Chicago. It has over 27,000 cars in its freight service, over 700 in its passenger service, and 848 locomotives.

LINES OPERATED.—The Baltimore & Ohio Railroad Company operates at present, exclusive of the Pittsburg & Western railroad, control of which has been recently acquired, 1,305.2 miles east, and 645.7 miles west of the Ohio river, a total of 1,950.9 miles. Entrance to Chicago is made over a line from Chicago Junction, a distance of 271 miles.

PASSENGER DEPARTMENT.—As the visitor will have to do with the passenger department of the Baltimore & Ohio railroad exclusively, it is suggested that with reference to the engagement of special trains, special cars, the accommodation of large parties, or the mapping out of special tours, he call upon or communicate with Mr. Charles O. Scull, General Passenger Agent, Baltimore, Md., or with L. S. Allen, Assistant General Passenger Agent, Rookery Building, Chicago.

POINTS REACHED.—The visitor will take the Baltimore & Ohio railroad for all points in northern Indiana, northern, central and southeastern Ohio, West Virginia, southern Pennsylvania, Maryland, Delaware, New Jersey and New York. Take this line for Defiance, Sandusky, Columbus, Cleveland, Wheeling, Youngstown, Pittsburg, Johnstown, Cumberland, Washington, Annapolis, Baltimore, Wilmington, Philadelphia, Newark and New York City. Take this line for the magnificent summer resorts of Pennsylvania, West Virginia and Maryland; for the Alleghany Mountain resorts;

for Deer Park, Mountain Lake Park and Oakland, the most healthful, beautiful and fashionable summering places in the United States; for Berkely Springs, for Hagerstown and for the historic battle-grounds of Pennsylvania and Virginia. The Baltimore & Ohio railroad is the scenic line of the country. Its main stem and branches penetrate the loveliest districts of the Southeast, where the traveler is constantly passing from the glories of the mountain into the delights of valley scenery of unsurpassable splendor. Information concerning the beautiful summer resorts on this system will be furnished the visitor free on application at the city ticket office.

PRINCIPAL OFFICERS.—The principal officers of the Baltimore & Ohio Railroad Company are: Charles F. Mayer, president; Orland Smith, first vice-president; Thomas M. King, second vice-president; C. K. Lord, third vice-president; J. T. Odell, general manager; Charles O. Scull, general passenger agent; all of whom are located in the general offices of the company at Baltimore. The principal officers in Chicago are: R. B. Campbell, general superintendent of lines west of the Ohio river, and L. S. Allen, assistant general passenger agent, and A. P. Bigelow, general Western traffic agent, No. 212 La Salle street.

TICKET OFFICE.—The city ticket office of the Baltimore & Ohio Railroad Company is located at 193 Clark street. Here tickets may be purchased to any point covered by the system, or on connecting lines, sleeping-car berths secured, and information obtained regarding the arrival and departure of trains, etc. Here, also, printed matter containing information regarding points of interest and importance along the lines of the road, time tables, etc., may be obtained free on application.

TRAIN SERVICE.—Train No. 6 leaving Chicago at 2:55 daily is a solid vestibuled train of first-class coaches and Pullman buffet sleeping cars from Chicago to Washington and Baltimore, and has Pullman sleeper Chicago to Pittsburg, and day coaches and Pullman buffet parlor car from Washington to New York. Train No. 8 leaving Chicago at 10:10 in the morning, daily, is a solid vestibuled train, Chicago to Baltimore, and has Pullman sleeping car, Chicago to New York, and Pullman buffet parlor car, Washington to New York. Train No. 14 leaving Chicago daily at 6:40 P. M., has day coaches and Pullman sleeper, Chicago to Pittsburg, via Akron and P. & W. R. R., and Pullman sleeper, Chicago to Cleveland, via Akron and the Valley Ry. This train has also day coach and Pullman sleeper, Chicago to Wheeling, daily except Saturday. Train No. 4 leaving Chicago daily at 10:25 P. M.; has day coaches, Chicago to New York, Pullman sleeping car from Chicago to Chicago Junction. This train also makes close connections at Chicago Junction with train of first-class coaches for Cleveland and Pittsburg.

Chicago Central Railroad.—This road is now in process of construction from a connection with the Chicago & Northern Pacific railroad, at Ogden avenue, south to Harvey, Illinois. The line runs parallel to Western avenue and about 600 feet west of it. The road curves in a northeasterly direction from Seventy-ninth street to its intersection with the Belt Line just west of the Panhandle road, where it turns and runs directly north and parallel to the Panhandle until it reaches the Santa Fe and Grand Trunk railroads at Forty-ninth street. At that point it crosses the Panhandle and runs east of that road parallel to it. At Thirty-ninth street or Brighton the road crosses the Panhandle again and makes connection with the Northern Pacific system and finds its terminus in the Grand Central Passenger Station on Fifth avenue and Harrison street.

This road will run through one of the most important resident districts of Chicago and will make accessible one of the finest tracts of land in Chicago, running as it does from Seventy-ninth south to Blue Island through what is known as the BlueI sland Ridge. It is the intention to operate over this line a most complete suburban service which will, undoubtedly, be under control of the Chicago & Northern Pacific railroad. The road is rapidly approaching completion and trains will probably be running between the Grand Central Passenger Station and Harvey early in the spring.

Chicago, Burlington & Quincy Railroad.—One of the greatest railway systems in the world. Its operations extend over the most fertile territory on the North American continent, and its numerous arms stretching out in all directions and forming a perfect net-work of steel, connect and provide communication between the thriving villages, prosperous towns and populous cities of eight States of the American Union. The total trackage of the Chicago, Burlington & Quincy and controlled lines is, in round numbers, 7,000 miles. The earnings of the company during the year 1890 amounted to $35,130,585; expenses, $31,795,188, leaving net earnings of $3,335,397.

General Offices.—The general offices of the Chicago, Burlington & Quincy railroad are located in the Chicago, Burlington & Quincy general office building, Adams and Franklin streets, Chicago.

Lines Operated.—The Chicago, Burlington & Quincy railroad system embraces the following lines: Chicago, Burlington & Quincy R. R.; Burlington & Missouri River R. R. in Nebraska; Hannibal & St. Joseph R. R.; Kansas City, St. Joseph & Council Bluffs R. R.; Chicago, Burlington & Northern R. R.; St. Louis, Keokuk & Northwestern R. R.; Chicago, Burlington & Kansas City R. R.; Burlington & Western R. R.; Burlington & Northwestern R. R.

Passenger Department.—As the visitor will probably have to do with the passenger department of the Chicago, Burlington & Quincy railroad exclusively, it is suggested that with reference to the engagement of special trains, special cars, accommodation of large parties, the mapping out of special routes, etc., he communicate with or call upon Mr. P.S. Eustis, General Passenger and Ticket Agent, general offices, Franklin and Adams streets, Chicago.

Points Reached.—The visitor will take the Chicago, Burlington & Quincy railroad for all points in the West, Southwest and Northwest, in the States of Illinois, Wisconsin, Iowa, Missouri, Minnesota, Nebraska, Kansas, Colorado Wyoming and South Dakota. Take this line for Streator, Peoria, Galesburg; for Mendota, Rockford, Galena; for Monmouth, Golden and Quincy, and all points of interest in western Illinois; for Dubuque, Iowa; for Prairie Du Chien, La Crosse, and all points in western Wisconsin; for Winona, St. Paul, Minneapolis, and all points in southern Minnesota; for Cedar Rapids and all points in northeastern Iowa; for Burlington, Des Moines, Cumberland, and for all points in central Iowa; for Creston, Iowa; for Hannibal, St. Joseph, Kansas City and all points in northern Missouri; for all points in Kansas and southern Nebraska, including Omaha, Lincoln, Atchison and Leavenworth; for Denver, Colorado; for Cheyenne, Wyoming, and for Deadwood and the Black Hills country. Passengers over the "Burlington Route" are conveyed to all points in the Rocky mountains and the Pacific slope; from San Diego to San Francisco, and from San Francisco to the Puget Sound country.

PRINCIPAL OFFICERS.—The principal officers of the Chicago, Burlington & Quincy railroad are: C. E. Perkins, president, Burlington, Iowa; J. C. Peasley, first vice-president, Chicago; L. O. Goddard, assistant to first vice-president, Chicago; George B. Harris, second vice-president, Chicago; T. S. Howland, secretary, Boston; J. W. Blythe, general solicitor, Chicago; W. F. Merrill, general manager, Chicago; J D. Besler, general superintendent, Chicago; P. S. Eustis, general passenger and ticket agent, Chicago; Lucius Wakely, assistant general passenger and ticket agent, Chicago; Thomas Miller, general freight agent, Chicago.

TICKET OFFICE.—The city ticket office of the Chicago, Burlington & Quincy railroad is located at 211 Clark street, near the general Post Office. Here the visitor may purchase tickets to any point covered by the system, or on any connecting line, secure sleeping-car berths and obtain all necessary information regarding the arrival and departure of trains, rates of fare, etc Here, also, printed matter relating to points on the system, time tables, etc., may be had free on application.

TRAIN SERVICE.—The train service of the Chicago, Burlington & Quincy railroad from Chicago is complete. The equipment of all trains is perfect. The time made is fast, but the tracks and road-beds of the system are maintained in such perfect condition, that the very fastest traveling causes no discomfort to the traveler. The scenery along most of the lines is bright and pleasant. The lines traverse the finest country in America, and touch nearly all the prettiest villages and most prosperous towns of the great corn belt. Following is the train service, which, however, is subject to change:

Train No. 11, for Burlington, Council Bluffs and intermediate local points, leave Chicago 11:45 A. M., daily; coaches, between Chicago and Burlington.

"The Burlington's No. 1," solid vestibule train for Denver, leaves Chicago at 1 P. M., daily; Pullman sleepers, Chicago to Denver; reclining-chair car (seats free), Chicago to Denver; coaches, Chicago to Denver; dining car, Chicago to Mt. Pleasant; Lincoln to Robb.

Train No. 5, for Council Bluffs, Omaha, Denver, Newcastle, Deadwood, the Black Hills and Nebraska points, leave Chicago at 5:45 P. M., daily; Pullman sleepers, Chicago to Omaha and Denver; reclining-chair cars (seats free), Chicago to Council Bluffs, Omaha and Denver, dining car, Chicago to Mendota, Creston to Omaha; connects at Lincoln with train No. 41, having Pullman sleeper, Lincoln to Deadwood, S. Dak.

Train No. 3, for McCook, Omaha and Council Bluffs, leaves Chicago 10:30 P. M., daily; Pullman sleepers, Chicago to Omaha and McCook; reclining-chair car (seats free), Chicago to Omaha and McCook; coaches, Chicago to Council Bluffs.

Train No. 15, the "Eli" fast-vestibuled train, for Kansas City, St. Joseph and Atchison, leaves Chicago 6:05 P. M., daily; Pullman sleepers, Chicago to Kansas City, Chicago to St. Joseph and Atchison; reclining-chair cars (seats free), Chicago to Kansas City, St. Joseph and Atchison; coaches, Chicago to Kansas City; dining car, Chicago to Mendota, and Cameron Junction to Kansas City.

Train No. 15, for Quincy, Hannibal, Denison, Houston and Galveston via M. K. & T. R. R.). No. 15 leaves Chicago 6:05 P. M., daily. Pullman sleepers between Chicago and Dallas, Sedalia and Taylor; reclining-chair car (seats free) between Chicago and Quincy, Hannibal and Sedalia. Dining car between Chicago and Mendota.

Train No. 3, for Kansas City, St. Joseph and Atchison, leaves Chicago 10:30 P. M., daily; Pullman sleepers, Chicago to Quincy; reclining-chair car (seats free), Chicago to Kansas City.

Train No. 47, solid vestibule train for St. Paul and Minneapolis, via La Crosse, leaves Chicago 6:10 P. M., daily; Pullman sleepers, Chicago to St. Paul and Minneapolis; coaches, Chicago to St. Paul and Minneapolis; dining car, serving supper from Chicago.

Train No. 49, for St. Paul and Minneapolis, via La Crosse, leaves Chicago 10:50 P. M., daily, except Saturday; Pullman buffet sleepers and reclining-chair cars (seats free), Chicago to St. Paul and Minneapolis; coaches, Chicago to St. Paul and Minneapolis.

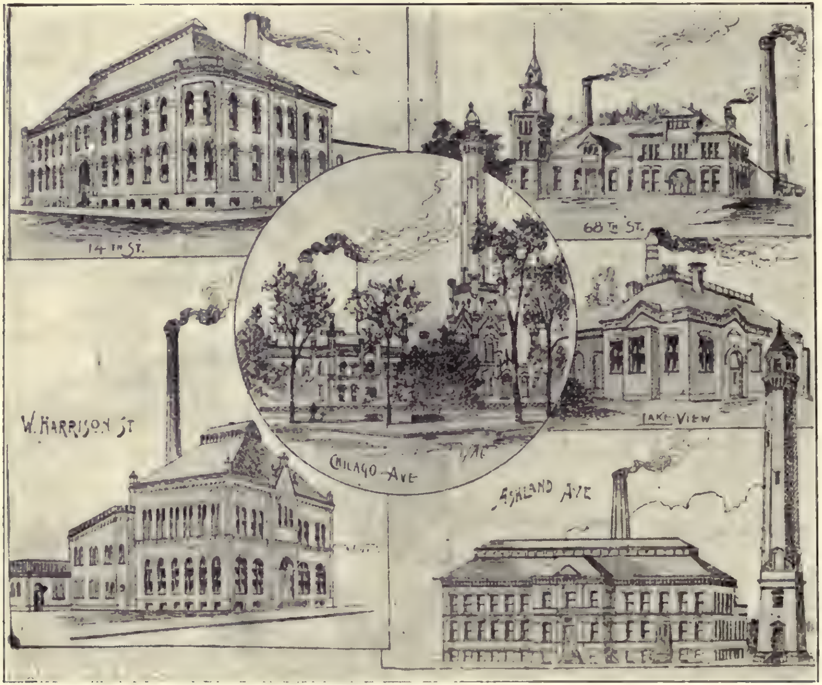
Train No. 9, for Rochelle, Rockford, Mendota and Streator, leaves Chicago 4:30 P. M., daily, except Sunday; reclining-chair car (seats free) between Chicago and Rockford; coaches between Chicago and Mendota, Chicago and Streator.

Train No. 13, Galesburg, Streator, Rochelle, Rockford and Forreston. No. 13 leaves Chicago 8:50 A. M., daily, except Saturday; coaches between Chicago and Galesburg, Chicago and Streator, Chicago and Rochelle and Forreston.

Train No. 3, for Keokuk, leaves Chicago 10.30 P. M., daily, except Saturday. Pullman sleeper between Chicago and Keokuk.

Chicago, Milwaukee & St. Paul Railway.—The Chicago, Milwaukee & St. Paul Railway Company, as it exists to-day, was organized in 1864. The system of railways which it operates is one of the greatest in the world. Familiarly the line is known as "the St. Paul Road," and as such the visitor will be apt to hear of it frequently during his stay in Chicago and in the West. The miles of track embraced in the system number 6,901.19, as follows: Main track, owned solely by the company, 5,721.40; main track, owned jointly with other companies, 9.17; total length of main track, 5,656.83; second and third tracks and connection tracks owned solely by the company, 73.67; second and third tracks and connection tracks, owned jointly with other companies, 2.82; total length of second and third tracks and connections, 76.49; tracks owned by other companies, but used by this company under agreements, 44 81; yard tracks, sidings and spur tracks owned solely by this company, 1,103.92; yard tracks, sidings and spur tracks owned jointly with other companies, 19.14; total length of yard tracks, sidings and spur tracks, 1,123.06; total miles of track 6,901.19. The lines of road belonging to this company are located as follows: In Illinois, 318.08 miles; in Wisconsin, 1,374.66 miles; in Iowa, 1,553.27 miles; in Minnesota, 1,120.09 miles; in North Dakota, 118.21 miles; in South Dakota, 1,096.82 miles; in Missouri, 140.27 miles. Total length of main track, 5,721.40 miles.

BUSINESS OF THE COMPANY.—During the year ending June 30, 1891, the gross earnings of the Chicago, Milwaukee & St. Paul Railway Company amounted to $27.504,224.49, an increase of $1,098,516.14 over the previous year. The operating expenses were $18,366,500.07, an increase of $624,712.38 over the previous year. The net earnings were $9,137,724.42. The tons of freight carried were 10,397,235, an increase of 1,104,043 over the previous year. The number of passengers was 7,919,229.


14TH ST.
68TH ST.
LAKE-VIEW
W. HARRISON ST
CHICAGO-AVE
ASHLAND AVE

[Engraved for The Standard Guide Company.]

CHICAGO WATER SUPPLY—THE PUMPING STATIONS.

[See "Water Works."]

Central Ticket Office.—The central ticket office of the Chicago, Milwaukee & St. Paul railway is located at 207 and 209 Clark street, near the general Post Office. Here the visitor may purchase tickets to any point covered by this railway and its connections, secure sleeping-car berths and obtain all necessary information concerning the arrival and departure of trains, rates of fare, etc. Here, also, printed matter, containing general information regarding the line, time tables, etc., may be had free on application.

Condition of Tracks.—The tracks of the Chicago, Milwaukee & St. Paul railway are maintained at a high standard of excellence. Of the total mileage, 4,074 77 miles are laid with heavy steel rails, and 1,582.06 with iron. The road-bed is one of the best in the West. Trains on this line make fast time with perfect safety. The road has not had a serious accident on its lines for several years.

Depot.—All trains of the Chicago, Milwaukee & St. Paul railway arrive at and depart from the magnificent Union depot, Canal and Adams streets, West Side, near the business center. Take Madison or Adams street car. Here every arrangement is made for the convenience and comfort of patrons. Large and elegantly furnished waiting rooms are provided for ladies and gentlemen. Attendants are always on hand to render any assistance necessary to women and children. Depot agents give all required information, and see that no mistakes are made by strangers in boarding trains. The depot is one of the most complete on the continent.

Equipment, Etc.—The equipment of the Chicago, Milwaukee & St. Paul Railway Company is modern and complete. Some of the handsomest vestibuled trains in the United States are run over this line. Some idea of the equipment may be formed from the following: Number of locomotives available for service, 801; passenger cars, 352; sleeping cars, 57; parlor cars, 12; dining cars, 10; baggage, postal, mail and express cars, 248; box cars, 17,447; stock cars, 2,340; flat and coal cars, 4,327; refrigerator cars, 509; road cars, 514.

General Offices.—The general offices of the Chicago, Milwaukee & St. Paul Railway Company are located in the Rand & McNally building, south side of Adams st., between La Salle st. and Fifth ave., Chicago.

Passenger Department.—As the visitor will have to do with the passenger department of this railway exclusively, it is suggested that, with reference to arrangements for special cars, special trains, the accommodation of large parties, the mapping out of special tours, etc., he call upon or communicate with Mr. George H. Heafford, General Passenger and Ticket Agent, General Offices, Rand & McNally building, on Adams, between La Salle st. and Fifth ave., Chicago.

Points Reached.—In general the visitor will take the Chicago, Milwaukee & St. Paul railway for all points in the West, Southwest and Northwest. Its lines gridiron the States of Illinois, Missouri, Wisconsin, Iowa, Minnesota, North Dakota and South Dakota, while it makes connections at Kansas City, Omaha and St. Paul with the three great trans-continental routes of the North. Take this line for Milwaukee, Waukesha, Janesville, Watertown, Madison, and all the great summer, fishing and hunting resorts of Wisconsin; for St. Paul and Minneapolis, and all points on the Northern Pacific system; for the great wheat growing belt of the Dakotas, North and South, and all the thriving and interesting towns and cities in those new States. Take this line for Rock Island, Ill., for Cedar Rapids, Des Moines, Council Bluffs, and all important points in Iowa. Take this line for Omaha and Lincoln, Neb., and all points on the Union Pacific system; take this line for Kansas City, Mo., and all points on the Kansas Pacific; for St. Joseph, Mo., and all points on the St. Joseph & Grand Island railroad; take this line for points in Arizona, New Mexico, Southern California, Colorado, Utah, Northern California, Wyoming, Montana, Idaho, Nevada, Oregon and Washington.

PRINCIPAL OFFICERS.—The principal officers of the Chicago, Milwaukee & St. Paul Railway Company are: Roswell Miller, President, Chicago; Frank S. Bond, Vice-President, New York; E. P. Ripley, Third Vice-President, Chicago; A. J. Earling, General Manager, Chicago; W. G. Collins, General Superintendent, Milwaukee; P. M. Myers, Secretary, Milwaukee; F. G. Ranney, Treasurer, Chicago; John W. Cary, General Counsel, Chicago; John T. Fish, General Solicitor, Chicago; W. N. D. Winne, General Auditor, Chicago; E. Q. Sewall, Comptroller, Chicago; George H. Heafford, General Passenger and Ticket Agent, Chicago; George S. Marsh, Assistant General Passenger and Ticket Agent, Chicago; F. A. Miller, Assistant General Passenger Agent, Chicago.

Chicago, Rock Island & Pacific Railway—The title under which one of the greatest systems of railway on the continent is operated. Opened from Chicago to Joliet in 1851. The system now penetrates the States of Illinois, Iowa, Missouri, Kansas, Indian Territory, Nebraska and Colorado, and has direct connection with lines operating in all the States and Territories, from the Mississippi river to the Pacific Ocean. It has 236 miles in Illinois, 1,066.10 in Iowa, 286.70 in Missouri, 1,126.96 in Kansas, 140.97 in Nebraska, 376.06 in Colorado, and 106.75 in Indian Territory; total 3,339.54 miles. To this should be added 179.90 miles of second track, and 564.40 miles of side track, which would equal in all 4,083.84 miles of single track.

DEPOT.—All trains over the Chicago, Rock Island & Pacific railway arrive at and depart from the company's magnificent depot located on Van Buren street, between Sherman street and Pacific avenue, directly in the rear of the Board of Trade and Rialto buildings. Take Van Buren street car. This is one of the finest railroad passenger stations in the world. Here every arrangement is made for the convenience and comfort of passengers. There are handsomely furnished waiting rooms, dressing rooms, etc., depot agents to answer questions and impart information, and attendents to see to the wants of women and children and infirm persons.

GENERAL OFFICES.—The general offices of the Chicago, Rock Island & Pacific Railway Company are located in the Van Buren St. depot, Van Buren and Sherman sts.; entrance from Van Buren st.

OFFICERS OF THE COMPANY.—The principal officers of the Chicago, Rock Island & Pacific Railway Company are: R. R. Cable, president, Chicago; Benj. Brewster, first vice-president, New York; W. G. Purdy, second vice-president, treasurer and secretary, Chicago; H. A. Parker, third vice-president, Chicago; A. Kimball, assistant to the president, Davenport; J. R. Cowing, assistant secretary and assistant treasurer, New York; J. F. Phillips, assistant secretary and assistant treasurer, Chicago; E. St. John, general manager, Chicago; W. M. Sage, traffic manager, Chicago; John Sebastian general ticket and passenger agent, Chicago; J. M. Johnson, general freight agent, Chicago.

PASSENGER DEPARTMENT.—As the visitor will probably have to do with the passenger department of the Chicago, Rock Island & Pacific railway exclusively, it is suggested that with reference to the engagement of special trains, special cars, the accommodation of large parties, the mapping out of special tours, etc., he call upon or communicate with John Sebastian, general passenger and ticket agent, general offices Van Buren and Sherman sts., Chicago.

POINTS REACHED.—In general the visitor will take the Chicago, Rock Island & Pacific railway for points in Illinois, such as Joliet, Seneca, Ottawa, La Salle, Bureau, Moline, Rock Island, and intermediate stations; for points in Iowa, such as Wilton, West Liberty, Iowa City, Marengo, Grinnell, Newton, Des Moines and Council Bluffs, and for Omaha, Neb., and via the new line through Lincoln, Neb., has direct route to Denver and foot hill cities, also for Keokuk, Farmington, Ottumwa, Fort Dodge and all points on the Des Moines Valley division. The visitor will also take the Rock Island route for Davenport, Muscatine, Washington, Fairfield, Eldon, Numa, and all other points on the southwestern division in Iowa; for Kansas City, Mo.; Leavenworth, Kan.; Atchison, Kan., and St. Joseph, Mo., at all of which connections may be made for every point of interest in the Missouri Valley and beyond; for Topeka, McFarland, Clay Center, Belleville, Mankato, Phillipsburg, Goodland and Denver, and all intermediate points in Kansas, Nebraska and Colorado. The visitor will also take the Rock Island route via St. Joseph, Mo., for Troy, Sabetha, Pawnee, Beatrice, Fairbury and all points in the beautiful agricultural country lying along the Blue and Republican rivers in Kansas and Nebraska. The visitor will also take the Rock Island route via the Kansas City, St. Joseph, Topeka and Wichita line for Wichita, Wellington, Caldwell, El Reno, and all points in Southern Kansas and Indian Territory. The visitor will also take the Rock Island route for Minneapolis and St. Paul, and via the Northern Pacific railway for Bismarck, Helena, Portland, Seattle, Tacoma, Vancouver, Victoria, and all points in the Puget Sound country. At Denver, Col., connections are made with lines running south, southwest and west, either through the plains of Arizona and New Mexico, or over the mountains of Colorado, Utah and California. The Chicago, Rock Island & Pacific railway penetrates the most interesting portion of the Western States. The scenery along the lines is always interesting, and often picturesque and beautiful.

TICKET OFFICE.—The central ticket office of the Chicago, Rock Island & Pacific railway is located on the sw. cor. of Clark and Washington sts. (Chicago Opera House block), in the heart of the city. Here the visitor may purchase tickets to all points covered by the system and its connections, secure sleeping car berths, etc., and obtain all necessary information in regard to the time of arrival and departure of trains, etc. Here, also, printed information regarding the points covered by the system, time tables, pocket guides, etc., may be obtained free on application.

Chicago, St. Paul & Kansas City Railway.—A direct line between Chicago, Dubuque and St. Paul and Minneapolis, in the Northwest, and Chicago, Des Moines, St. Joseph, Leavenworth and Kansas City, in the Southwest, passing through the States of Illinois, Iowa, Minnesota, Missouri and Kansas.

DEPOT.—All trains on the Chicago, St. Paul & Kansas City railway arrive at and depart from the Grand Central Passenger Station, Harrison st. and Fifth ave.

EQUIPMENT.—The Chicago, St. Paul & Kansas City railway is equipped in the most modern fashion. Its express trains are among the handsomest arriving at or departing from the city. Nearly all its passenger cars are new and many of them are magnificent in construction and furnishings.

GENERAL OFFICES.—The general offices of the Chicago, St. Paul & Kansas City railway are located as follows: St. Paul, corner of Jackson and Fifth sts.; Chicago, Phenix building, Jackson st. and Pacific ave.; New York, No. 47 Wall st.

OFFICERS OF THE COMPANY.—The principal officers of the company are: A. B. Stickney, Chairman of the Board, St. Paul, Minn.; John M. Egan, president and general manager, St. Paul, Minn.; William Lewis Boyle, vice-president, New York; W. B. Bend, treasurer, St. Paul, Minn.; M. C. Woodruff, secretary, Dubuque, Iowa; W. R. Busenbark, traffic manager, Chicago; F. H. Lord, general passenger and ticket agent, Chicago; C. A. Cairns, assistant general passenger and ticket agent, Chicago; P. C. Stohr, general freight agent, Chicago; F. H. Tibbits, assistant general freight agent, Chicago.

PASSENGER DEPARTMENT.—As the visitor will probably have to do with the passenger department of the Chicago, St. Paul & Kansas City railway exclusively, it is suggested that with reference to the engaging of special trains, special cars, the accommodation of large parties, the mapping out of special tours, etc., he communicate with or call upon Mr. F. H. Lord, general passenger and ticket agent, Phenix building, Jackson st. and Pacific ave., Chicago, or with R. S. Hair, general Eastern passenger agent, 343 Broadway, New York City.

POINTS REACHED.—The Chicago, St. Paul & Kansas City railway is a direct line to Dubuque, St. Paul and Minneapolis, and to Waterloo, Cedar Falls, Marshalltown, Des Moines, St. Joseph, Atchison, Leavenworth and Kansas City. Among the points covered are some of the most populous towns and cities in the West: Dubuque, Iowa (40,000); Des Moines, Iowa (75,000); St. Joseph, Mo. (70,000); Atchison, Kan. (20,000); Leavenworth, Kan. (40,000); Kansas City, Mo. (200,000); St. Paul, Minn. (150,000); Minneapolis, Minn. (175,000); Marshalltown, Iowa (10,000); Mason City, Iowa (4,000); Cedar Falls, Iowa (5,000); Waterloo, Iowa (8,000); Austin, Minn. (5,000); Waverly, Iowa (3,000); St. Charles, Ill. (2,500); Sycamore, Ill. (4,000). Other towns and villages tributary to this line swell the grand total to nearly 3,000,000 people.

TICKET OFFICE.—The city ticket office of the Chicago, St. Paul & Kansas City railway is located at 188 Clark st. Here the visitor may purchase tickets to all points covered by the system, including all cities and towns in the West, Northwest and Southwest, secure sleeping-car berths, etc., and obtain all necessary information regarding the arrival and departure of trains. Here, also, printed information in relation to the points reached, time tables, etc., may be had free on application.

Chicago & Alton Railroad.—One of the great lines of railroad extending from the city to the south and southwest. It has three great terminals—Chicago, St. Louis and Kansas City, and between these centers of trade and population it does an immense business annually. Its earnings from all sources during the year 1890 was $7,065,753.15; operating expenses, $4,382,001.55; net earnings, $2,683,751.60.

DEPOT.—All trains over the Chicago & Alton railroad arrive at, and depart from, the Union passenger station, Canal, between Madison and Adams streets, West Side. Here every arrangement is provided for the comfort and convenience of patrons. There are handsome waiting rooms for ladies and gentlemen. Depot agents give all desirable information, and see that passengers make no mistakes in taking trains. Attendants are at hand to see to the wants of ladies, children and infirm persons.

EQUIPMENT, ETC.—The Chicago & Alton railroad is one of the most completely and superbly equipped lines in the world. Its trains are always clean, comfortable and elegant. They are always on time, and delays and accidents are unheard of in connection with this admirably managed railway. The 6 P. M. Kansas City vestibuled limited is a solid vestibuled train, running through from Chicago to Kansas City without change, and composed of new vestibuled smoking cars, new vestibuled day cars, new vestibuled reclining chair cars, free of extra charge; new Pullman buffet vestibuled twelve-section sleeping cars, and vestibuled dining cars. Supper in dining car from Chicago, 6 P. M., to Dwight, 8:12 P. M. Breakfast in dining car from Slater, 5:25 A.M., to Kansas City, 8:30 A. M. The Kansas City, limited, also carries a through Pullman sleeping car from Chicago to Denver via Kansas City and the Union Pacific Ry. The Day Express, leaving Chicago 9 A. M. daily, has reclining chair cars and ladies' palace day cars (seats free of extra charge), and Pullman parlor car Chicago to St. Louis. Through coaches, Chicago to St. Louis. Dining-car, Pontiac to Bloomington; through Pullman buffet sleeping car, St. Louis to Hot Springs. St. Louis vestibuled limited, leaving Chicago 9 A. M., is a solid vestibuled train between Chicago and St. Louis, composed of palace reclining-chair cars, palace day cars (free of extra charge). Pullman compartment sleeping cars and Pullman buffet sleeping cars from Chicago to St. Louis. Pullman buffet sleeping and reclining-chair cars (seats free of extra charge), St. Louis to Hot Springs.

GENERAL OFFICES.—The general offices of the Chicago & Alton Railroad Company are located in the Monadnock Building on the southwest corner of Dearborn and Jackson streets.

PASSENGER DEPARTMENT.—As the visitor wil probably have to do exclusively with the passenger department of the Chicago & Alton railroad, it is suggested that with reference to the engagement of special trains, special cars, the accommodation of large parties, the mapping out of special routes, etc., he communicate with, or call upon, Mr. James Charlton, General Passenger and Ticket Agent, Monadnock building, southwest corner Dearborn and Jackson streets, Chicago.

POINTS REACHED.—In general the visitor will take the Chicago & Alton railroad for St. Louis and Kansas City, all intermediate points and points beyond, south, southwest and west. Take this line for Joliet, Dwight, Pontiac, Chenoa, Normal, Bloomington, Springfield, Mason City, Petersburg, Ashland. Jacksonville, Roodhouse, Pleasant Hill and points tributary in Illinois; for Louisana, Bowling Green, Mexico, Fulton, Centralia, Glasgow, Slater, Marshall, Blackburn, Bates City, Glendale, Independenec, Kansas City and points tributary in Missouri. Take this line for Carrollton, Jerseyville, Alton, Edwardsville, East St. Louis, and all other points between Chicago and St. Louis, and for St. Louis and all points in the South and Southwest. Connections are made with every railroad and every railway system operating in the South, Southwest and West, by the trains of this company, either at points along the lines or at the Great Union depots of

St. Louis or Kansas City. A Pullman sleeping car runs daily between Chicago and Denver, via Kansas City and the Union Pacific railway and on fast limited time. Three daily trains from Chicago to Kansas City, and four daily trains from Kansas City to Chicago. The Chicago & Alton affords a magnificent route from Chicago to Memphis, Mobile, New Orleans and all points south, via St. Louis. It is a direct line to and from Missouri, Arkansas, Texas, Kansas, Colorado, New Mexico, Mexico, Arizona, Nebraska, California, Oregon, etc. It is a favorite route to and from Kansas lands and Colorado, New Mexico and California health and pleasure resorts and the mining districts of the great West. Excursion tickets are sold via the Chicago & Alton at greatly reduced rates to Austin, Texas; Cedar Keys, Fla.; Charleston, S. C.; El Paso, Texas; Eureka Springs, Ark.; Fernandina, Fla.; Gainesville, Texas; Galveston, Texas; Hot Springs, Ark.; Houston, Texas; Jacksonville, Fla.; Las Vegas Hot Springs, N. M.; Mexico City, Mex., Mobile, Ala.; New Orleans, La.; Pensacola, Fla.; San Antonia, Texas; Savannah, Ga.; Tampa, Fla.; Thomasville, Ga.; Waldo, Fla.; Los Angeles, San Francisco and all California and Oregon points; to Ogden, Salt Lake City, and all the famous winter resorts in the West and South.

PRINCIPAL OFFICERS.—The principal officers of the Chicago & Alton Railroad Company are: T. B. Blackstone, president; J. C. McMullin, vice-president; James H. Foster, secretary and treasurer; C. H. Chappell, general manager, Chauncey Kelsey, auditor; James Charlton, general passenger and ticket agent; H. H. Courtright, general freight agent.

TICKET OFFICE.—The city ticket office of the Chicago & Alton railroad is located at 195 South Clark street; Robert Summerville, city passenger and ticket agent. Here the visitor may purchase tickets to all points covered by the lines of this road or on connecting lines, secure sleeping-car berths, etc., and obtain information regarding arrival and departure of trains, rates of fare, etc. Here, also, printed matter relating to the road and its connections, time tables, etc., may be had free on application.

Chicago and Calumet Terminal Railway Company.—This company was organized and constructed for the transfer of freight cars between the different railway lines, industries and elevators of Chicago and vicinity. It is at present in operation from South Chicago to a junction with the Atchison, Topeka & Santa Fe Railroad, a distance of about thirty-five miles, running through the manufacturing districts of the Calumet region, and has located along its line some of the largest manufacturing industries in that section. It has direct connections with and crosses the following roads: The Baltimore & Ohio Railroad, Lake Shore & Michigan Southern Railway, Pittsburg, Ft. Wayne & Chicago Railway, Michigan Central Railroad, Louisville, New Albany & Chicago Railway, Chicago & Erie Railroad, New York, Chicago & St. Louis Railroad, Chicago & Eastern Illinois Railroad, Pittsburg, Cincinnati, Chicago & St. Louis Railroad, Illinois Central Railroad, Chicago, Rock Island & Pacific Railroad, Chicago & Grand Trunk Railway, Wabash Railroad, Chicago & Alton Railroad, Atchison, Topeka & Santa Fe Railroad and the Belt Railway of Chicago. Its principal stations are at South Chicago, Whitings (at which point the Standard Oil Company are located, with their extensive refineries, etc.) East Chicago, Indiana; Hammond, Indiana; Hegewisch, Illinois; Dolton, Illinois; Riverdale, Illinois; Blue Island, Illinois; Wireton Park, Illinois; Alsip, Illinois; Johnstone, Stickney (also known as the Chicago Union Transfer Company's yards), Chappell and McCook. This road is doing much to develop the section of country through which it runs, and a large number of important manufacturing firms are negotiating for locations along its line. This system will be soon connected with the Chicago & Northern Pacific Railroad, which will make it a complete belt line, encircling the city, connecting with every railroad north, east, west and south. Its general offices are located in the Grand Central Passenger Station, corner of Harrison street and Fifth Avenue, and its different officers are as follows: D. S. Wegg, president; S. R. Ainslie, general manager; T. J. Hyman, auditor; Henry S. Hawley, general agent; W. S. Jones, chief engineer; E. R. Knowlton, superintendent.

Chicago & Eastern Illinois.—Mileage, 472; earnings last fiscal year, $3,200,000; number of locomotives, 98; freight cars, 8,500; passenger cars, 76. All trains arrive at and depart from Dearborn Station, Dearborn st. and Fourth ave. A solid vestibule train with dining car runs between Chicago and Nashville, Tenn., via Evansville and the Louisville & Nashville railroad. This train leaves Chicago daily at 4 P. M., arriving at Nashville at 7 A. M. the next day. Returning, train leaves Nashville at 7:50 P. M., and arrives in Chicago at 11:20 A. M. the next day. The passenger trains of this company are all very handsomely equipped, and the road is a most popular one with the commercial public and travelers in search of pleasure and health.

Chicago & Grand Trunk Railway.—This is the connecting line between the Grand Trunk Railway System of Canada, and the systems of railway in the United States centering in Chicago. It is one of the most efficiently conducted lines on the continent, and, as forming a link between the Dominion and the United States systems, one of the most important. An idea of the immense amount of business transacted by the Chicago & Grand Trunk railway may be formed from the fact that during the year 1889 its gross receipts were $3,633,324.16; its working expenses, $2,722,735.97, and its net revenue, $910,588.19.

CENTRAL DEPOT.—Trains of the Chicago & Grand Trunk railway arrive and depart from the magnificent passenger depot, known as the Dearborn Station, foot of Dearborn st., corner of Polk st. and Third ave.

EQUIPMENT, ETC.—The equipment of the Chicago & Grand Trunk railway is first-class in every respect. Magnificent trains are run at frequent intervals to all points in Michigan and Canada. Luxurious passenger and sleeping cars, elegant day coaches, dining room and buffet cars accompany all its through express trains. The tracks are steel and both the road-bed and rolling stock are maintained at the highest standard.

GENERAL OFFICES.—The general offices of the company are located at Detroit, Mich., and at Chicago. The latter is located at 300 to 312 Rialto building, Van Buren st., rear of the Board of Trade building, and opposite the Van Buren Street depot. The principal representatives of the company in Chicago are: Mr. G. B. Reeve, the traffic manager, and Mr. W. E. Davis, the general passenger and ticket agent.

PASSENGER DEPARTMENT.—As the visitor will probably have to do with the passenger department exclusively, it is suggested that with reference to arrangements for special cars, special trains, accommodations for large parties, or the mapping out of special tours, he communicate with Mr. W. E. Davis, general passenger and ticket agent, Rialto building, Chicago.

POINTS REACHED.—In general, the visitor will take the Chicago & Grand Trunk railway for all points in central and northeastern Michigan, for all points in the Dominion of Canada covered by the Grand Trunk railway, and for all points in the eastern part of the United States. Take this line for Valparaiso, South Bend, Battle Creek, Lansing, Durand, Flint, Detroit, Sarnia, London, Hamilton, Niagara Falls, Buffalo, Toronto, Montreal, Portland, New York and Boston. (See Grand Trunk Railway of Canada.)

PRINCIPAL OFFICERS.—The principal officers of the Chicago & Grand Trunk railway are: L. J. Seargeant, president, Montreal, Que.; W. J. Spicer, general manager, Detroit, Mich.; G. B. Reeve, traffic manager, Chicago; W. E. Davis, general passenger and ticket agent, Chicago.

TICKET OFFICE.—The central ticket office of the Chicago & Grand Trunk railway is located at 103 South Clark st. Here the visitor may purchase tickets to any point covered by the line, or by the lines comprising the system of the Grand Trunk railway of Canada, or on any of the numerous connecting lines, east and west, and obtain all necessary information concerning the arrival and departure of trains, rates of fare, etc. Here, also, printed matter, containing general information regarding the Chicago & Grand Trunk railway proper, and connecting lines, may be had free on application.

SL. CLAIR TUNNEL.—This is the greatest submarine tunnel in the world. It extends from Port Huron, Michigan, under the St. Clair River to Sarnia, in the Canadian Province of Ontario, and connects the Grand Trunk Railway system of Canada with the Chicago & Grand Trunk Railway and its connecting and associate lines. The tunnel proper is a continuous iron tube, nineteen feet and ten inches in diameter, and 6025 feet in length (or a trifle over one mile). The approaches, in addition to the tunnel proper, are 5,603 feet in length, making all told a little over two miles. This great international undertaking was completed at a cost of $2,700,000, and opened for freight traffic October 27th, and for passenger traffic December 7, 1891. The tunnel is lighted by incandescent electric lamps, placed at suitable intervals. By reason of the method of construction employed, and the material (iron) used therein, the tunnel is absolutely water-tight. As illustrating the accuracy of engineering skill, and without entering into lengthy details, suffice it to say that the construction of the tunnel was begun and carried on from both the American and Canadian sides of the river simultaneously, and when the edges of the tunnel shields met midway under the river bed, the total errors in line were found to be too small for measurement. Trains of the Chicago & Grand Trunk Railway are hauled through the tunnel by coke-burning engines specially constructed for the purpose. They are said to be the largest engines in the world. The entire weight of the engine and tender rests upon ten drive-wheels. The weight of one of these monster engines in actual service is found to be approximately one hundred tons.

Chicago & Northern Pacific Railroad.—The object for which theChicago & Northern Pacific was incorporated was to operate a belt road around Chicago for suburban traffic and to furnish an entry to the city and terminal facilities here, both passenger and freight, for such roads as might require them. [See Wisconsin Central Lines for lease of Chicago & Northern Pacific Terminal to Northern Pacific Company.] In addition to the Wisconsin Central it now furnishes such facilities to the Chicago, St. Paul & Kansas City and Baltimore & Ohio R. R., which hasequal rights in the Grand Central passenger station with the Wisconsin Central. Quite a number of the roads are customers of this company for transfer purposes. It lacks but a small link to connect the

[Engraved for The Standard Guide Company.]

THE BOULEVARD, PULLMAN, CHICAGO.

[See "Great Industries."]

lines of the Chicago & Northern Pacific and the Chicago & Calumet Terminal, and the company will then have a complete belt line around the city, crossing the tracks of every road entering it. Part of this link is now under construction, and it is expected that the whole of it will be completed within a very short time. Neither the Wisconsin Central, Chicago, St. Paul & Kansas City nor the Baltimore & Ohio now does a suburban business, as far as the tracks of the Chicago & Northern Pacific extend. That part of the traffic the Chicago & Northern Pacific reserves for itself and it is one of the conditions required of all lines leasing its tracks for passenger purposes that they leave this business for it. It runs thirty-six trains daily between Chicago and Conway Park and uses practically two lines for this suburban business. One of these is the old dummyroad from W. Fortieth st. to Altenheim and Waldheim cemeteries. This road has been thoroughly overhauled and a double track laid the entire distance. A good deal of confusion exists in the public mind regarding the Grand Central depot and the terminal facilities connected with it. Most people regard it as the property of the Wisconsin Central road or of the Northern Pacific, which has acquired title to the possession of that corporation. This is a mistake. All the terminals in this city and the line of road over which the Wisconsin Central trains run into the city from Altenheim really belong to a company separate and distinct from both the Wisconsin Central and the Northern Pacific, of the very existence of which many people are in ignorance. This is, no doubt, in large measure, owing to the similarity of name of this company and that of the Northern Pacific. Its corporate title is the Chicago & Northern Pacific, and it was this company and not the Northern Pacific proper which recently purchased the Chicago & Calumet terminal road. Reference to the "Wisconsin Central Lines" and "Northern Pacific Railroad" will show the connection of these several corporations.

OFFICERS OF THE COMPANY.—The officers of the Chicago & Northern Pacific Railroad Company are all located in Chicago and are as follows: D. S. Wegg, president; H. S. Boutell, secretary and general solicitor; S. R. Ainslie, general manager; T. J. Hyman, auditor; Henry S. Hawley, general agent; E. R. Knowlton, superintendent; W. S. Jones, chief engineer. The general offices are located in the Grand Central depot, Harrison st. and Fifth ave.

Chicago & North-Western Railway.—The Chicago & North-Western railway system has more than 7,200 miles of first-class railway, traversing the States of Illinois, Wisconsin, Iowa, Minnesota North and South Dakota, Nebraska, northern Michigan and Wyoming. In the year 1890 nearly 1,200 locomotives and 37,200 cars were necessary to handle the enormous traffic originating at the 2,000 stations on this great line. It is one of the leading thoroughfares from Chicago to Council Bluffs, Omaha, Sioux City; Chicago to St. Paul and Minneapolis, Chicago to Milwaukee and Marquette, Chicago to Ashland and Duluth, Chicago to Des Moines and Sioux City; Chicago to Huron and Pierre. It reaches Madison, the capital of Wisconsin; St. Paul, the capital of Minnesota; Des Moines, the capital of Iowa; Lincoln, the capital of Nebraska; Pierre, the capital of South Dakota. It runs solid vestibuled trains of elegant coaches, free reclining-chair cars and palace sleeping and dining cars between Chicago and Denver and Chicago and Portland, Ore., without change, with through sleeping cars to San Francisco, in addition to running trains from Chicago to every leading city in the States above named. More than 1,000 conductors are employed to look after the comfort of the millions of passengers that travel yearly by the North-Western. Its lines traverse an empire of inexhaustible resources, and the territory produces yearly millions of tons of corn, wheat, oats, lumber, iron ore, pig iron, gold, silver, lead, copper, cattle, horses, hogs, poultry, fish, broom corn, flax, beer, packed pork and beef, fresh meats, etc., etc. The surface of the territory it traverses presents nearly every feature known to the descriptive writer: prairie, mountain, woodland, mining camps, etc., etc., and it can show rivers and lakes, and other charms of rural scenery not surpassed in any country in the world. It was the pioneer railroad westward from Chicago, and its history furnishes the most striking illustration of rapid growth and development. From the Galena & Chicago Union railway, consisting of forty-two miles, over which trains were first run in 1850, has grown what is now known as the Chicago & North-Western railway system, one of the most prosperous in the world. It runs Pullman and Wagner vestibuled sleepers on all its through trains. It runs its own unequaled dining cars on all principal trains. Its road-bed is as good as any in the country. Its bridges are of steel, unequaled by those of any railroad in the world. Its trains connect with all of the roads east of Chicago and beyond its own termini. Ticket agents everywhere sell tickets via the Chicago & North-Western railway, and it has its own agencies in all of the larger cities on the Atlantic & Pacific coasts, as well as in the mountains of Colorado, Wyoming and Utah. More than 165 trains arrive and depart from its great central passenger station in Chicago daily.

Business of the North-Western Company.—The number of miles of track operated by the Chicago & North-Western Railway Company, exclusive of the Chicago, St. Paul, Minneapolis & Omaha, and the Sioux City & Pacific railroads, which are operated under this management, was in 1891 $4,254.55; the gross earnings were $27,793,674.41; the expenses of operation, including taxes, interests and sinking fund, were $24,113,111.72; the net revenue was $3,680,562.69; the dividends declared for the year were $3,445,804; the balance of net earnings was $234,758.69; the passenger earnings were $6,700,351 38; the freight earnings, $19,829,341.31; the earnings from the carriage of express company's goods were $416,925.58; from the carriage of United States mail matter, $598,562.70; and the miscellaneous earnings amounted to $248,493.44. The taxes paid by the company amounted to $854,476 34. The whole number of passengers carried during the year on the Chicago & North-Western railway proper was 13,184,829, being a net increase of 1,042,040 over the previous year. The number of passenger trains run during the year was 125,691; the average number run each working day was $401\frac{57}{100}$; the average number of miles run by each train was $58\frac{26}{100}$; the number of passenger cars hauled was 412,461; the average number of passengers in each train per mile run was $42\frac{22}{100}$; and the average number carried in each passenger car per mile run was $12\frac{46}{100}$. The business of the Chicago & North-Western railway is constantly increasing, so that the transactions in all departments of the service for the year ending on the thirty-first of May, 1892, will show a large increase over the figures given above. The increase, for instance, in the gross earnings of the year covered by the last report over the previous year was $628,837 34.

Capital Stock.—Up to the date of the last report of the company the common stock and scrip outstanding amounted to $31,377,327.92; the common stock and scrip owned by the company amounted to $10,007,538.05;

total common stock and scrip, $41,384,865.97. Preferred stock and scrip outstanding, $22,333,170; preferred stock and scrip owned by the company, $2,284.56; total preferred stock and scrip, $22,335,454.56.

Condition of Track.—The greater part of the Chicago & North-Western railway system is laid with steel rails of the heaviest and best quality. Double tracks are laid over portions of the road where the greatest amount of service is required.

Divisions of the System.—There are three principal divisions of lines of the Chicago & North-Western railway, immediately tributary to the city, viz.: The Galena division, the Milwaukee division and the Wisconsin division, each practically an independent trunk line in itself, and each having its own branches and territory. The Galena division shoots almost directly West from Chicago to Council Bluffs and Omaha, with a branch to Sioux City and Sioux Falls. This may be called the main stem of the system, and it connects at Omaha with the Union Pacific. Take this division for the Illinois and Iowa towns of Turner (30 miles), Geneva (35 miles), DeKalb (58 miles), Rochelle (74 miles), Dixon (109 miles), Fulton (135 miles), Clinton, Iowa (157 miles), Cedar Rapids (219 miles), Marshalltown (288 miles), Council Bluffs (490 miles), Omaha, Neb. (493 miles), and all points on the Union Pacific system, including Fremont (539 miles), Grand Island (648 miles), Kearney, (685 miles), North Platte (784 miles), Julesburg, Colo. (865 miles), Cheyenne Wyo. (1,009 miles), Denver, (1,062 miles), Laramie (1066 miles), Ogden (1,523 miles), Salt Lake (1,561 miles), Sacramento (2,267 miles), San Francisco (2,357 miles), Los Angeles (2,712 miles), San Diego (2,890 miles), Walla Walla (2,128 miles), Spokane (2,334 miles), the Dalles (on the Columbia river, Oregon, 2,226 miles), Portland (2,314 miles), Tacoma (2,459 miles), Seattle (2,500 miles), where connection is made with elegant passenger steamers on Puget Sound for Port Townsend, Victoria, B. C.; Vancouver and all points in Alaska. The Milwaukee division skirts the lake to the metropolis of Wisconsin, and then shoots toward the northwest. Take this division for Milwaukee (85 miles), Fond du Lac (148 miles), Oshkosh (166 miles), Appleton (185 miles), Menominee (262 miles), Escanaba (328 miles), Ishpeming (392 miles) and the great lumbering and copper mining region of the Northwest, as well as the wheat belt, the Lake Superior district and Duluth (475 miles), or, branching off at Eau Claire (322 miles), take this division for St. Paul (409 miles) and Minneapolis (420 miles). The Wisconsin division may be termed the great Northwestern route, penetrating as it does the wonderful wheat-growing State of South Dakota. Take this division for Beloit (77 miles); Madison, capital of Wisconsin (138 miles), Baraboo (175 miles), Winona (297 miles), Rochester (347 miles), New Ulm (468 miles), Huron (662 miles) and Pierre (781 miles), also for Deadwood and the Black Hills country. Besides the divisions mentioned there are: The Peninsular division, the Madison division, the Iowa division, the Northern Iowa division, the Dakota division and the Winona and St. Peter division, all covering territory as interesting to the traveler and pleasure-seeker as that nearer Chicago.

Equipment of the Road.—The Chicago & North-Western Railway Company is one of the best equipped railroads in existence. Its rolling stock is kept in the most perfect order; nearly all of its passenger cars and locomotives are of modern build; its first-class cars, including chair cars, dining-room, parlor and sleeping cars, are luxurious. The total number of locomotive engines at the close of the year covered in the last report was 846; the total number of cars of all kinds, for passenger, freight and road service, was 26,906. Of this number 302 were first-class passenger cars, 11 were parlor cars, 6 were chair cars, 9 were dining cars, 28 were second-class passenger cars, 49 were combination cars, 117 were baggage and express cars, and 28 were mail cars. The remainder were in the freight and road service.

General Offices.—The general offices of the Chicago & North-Western Railway Company are located on the northwest corner of Fifth avenue and Lake streets, about three blocks south of central passenger station.

Passenger Depot.—The central station or passenger depot of the Chicago & North-Western railway in Chicago is located at the corner of Wells and Kinzie streets, North Side. It is a new and magnificent structure, where every accommodation is provided for the traveling public. Trains arrive at and leave this depot at intervals of a few minutes from daylight till midnight every day, from and for all points in the great West and Northwest. The visitor will be interested in the morning or evening by watching the immense throngs of people arriving and departing, and observing the admirable system which is maintained, and the total absence of confusion. Depot agents are on hand to see that strangers make no mistakes in boarding trains.

Passenger Department.—As the visitor will probably have to do with the passenger department of this system exclusively, it is suggested that with reference to arrangements for special cars, special trains, the accommodations of large parties, or the making of special plans for tours, he call upon, or communicate with, Mr. W. A. Thrall, the General Passenger and Ticket Agent; General Offices, 22 Fifth avenue, Chicago.

Points on the System.—In general the visitor will take the Chicago & North-Western railway for all points in northern and western Illinois, Iowa, Kansas, Nebraska, Wisconsin, Minnesota, North and South Dakota, Montana, Idaho, Wyoming, Colorado, Utah, Nevada, Oregon, Washington and California. Frequent trains depart for Milwaukee (85 miles), the beautiful metropolis of Wisconsin; for Waukesha (102 miles), the great northern health and summer resort; for St. Paul (409 miles) and Minneapolis (420 miles), the twin wonders of Minnesota; for Omaha (493 miles), the most remarkable city of the Missouri Valley; for Denver (1,062 miles), the great central depot of the Colorado mining country, and one of the best built cities on the globe. Take the Chicago & North-Western railway for Sioux City, Sioux Falls, Pierre, Deadwood, in the Black Hills mining country, and all points in the great wheat belt of the Dakotas; also for Cheyenne and Salt Lake City; also for Portland, Tacoma, Seattle, and all points on Puget Sound. Take this line for Sacramento, San Francisco, Los Angeles, San Diego, and all points in the great fruit-growing and wine-producing district of California. In whatever direction you may travel over the Chicago & North-Western railway you will be carried through the most beautiful country in the United States, by growing towns and prosperous cities, and the accommodations afforded by the company are such that the usual fatigues of traveling, as well as the annoyances and dangers, are reduced to a minimum. The points of interest near Chicago reached by this line are referred to under the head of "Outlying Chicago."

Principal Officers.—The principal officers of the Chicago & North-Western Railway Company are: Marvin Hughitt, president; M. L. Sykes, vice president, treasurer and secretary; M. M. Kirkman, second vice-president; William H. Newman, third vice-president; S. O. Howe, assistant treasurer and assistant secretary; J. B. Redfield, auditor and assistant secretary; W. H. Stennett, auditor of expenditures; John M. Whitman, general

VANDERCOOK-CO. CHI.

[Engraved for The Standard Guide Company.]
THE DOUGLAS MONUMENT, DOUGLAS PLACE.
[See "Monuments."]

manager. Sherburne Sanborn, general superintendent; John E. Blunt, chief engineer; William C. Goudy, general counsel; C. S. Darrow attorney; H. R. McCullough, general freight agent; William A. Thrall, general passenger and ticket agent; Charles Hayward, purchasing agent; Charles E. Simmons, land commissioner; Frank P. Crandon, tax commissioner; William Smith, superintendent motive power and machinery.

SUMMER RESORTS.—Some of the most charming summer resorts on the continent are situated on the lines of the Chicago & North-Western railway. Nearly all are easily accessible to visitors. The company runs trains for the special accommodation of those who wish to visit those places. Among the great health and pleasure resorts are: Waukesha, Beloit, Janesville, Madison, McHenry, Lake Geneva, Williams Bay, Fond du Lac, Green Lake, Oshkosh and Neenah. In the vicinity of these places are to be found all that the huntsman or fisherman could desire in the way of sport. From four to six trains daily leave for the accommodation of pleasure-seekers during the summer months.

TICKET OFFICES.—The central ticket offices of the Chicago & North-Western railway are located at 206 and 208 S. Clark street, near the general Post Office. Here the visitor may purchase tickets to any point on the lines covered by the system, or to any point on connecting lines, sleeping-car tickets, etc., and obtain all necessary information concerning the arrival and departure of trains, rates of fare, etc. Here, also, printed matter, containing general information regarding the lines covered by the system, time tables, etc., may be had free on application.

Cleveland, Cincinnati, Chicago & St. Louis Railway.—This line is familiarly and popularly known as the "Big Four Route," a name which it derives from the fact that it has for its quartette of terminals four of the largest cities in the West—Chicago, St. Louis, Cincinnati and Cleveland. It forms a part of the great Vanderbilt system of railways. This railroad was for many years known as "The Bee Line." The Cleveland, Columbus, Cincinnati & Indianapolis Railway Company, which may be called the parent line, was one of the earliest railroads projected or built in Ohio, being incorporated March 14, 1846.

DEPOT.—The Central Depot of the Big Four System is located at the foot of Lake and Randolph streets. [See Illinois Central Railroad Depot.]

GENERAL PASSENGER AGENT.—As the visitor will probably have to do with the passenger department of this line exclusively, it is suggested that regarding all matters connected with accommodation of an extraordinary character, such as the engagement of special cars, special trains, the making provision for large parties, the mapping out of special tours, etc., he communicate with, or call upon, Mr. D. B. Martin, General Passenger and Ticket Agent of the Company, Cincinnati, O.

PRINCIPAL OFFICERS.—The principal officers of the Big Four System of railroads are: M. E. Ingalls, president, Cincinnati; J. D. Layng, vice-president, New York; Joseph Ramsey, Jr., general manager, Cincinnati; E. F. Osborn, secretary, Cincinnati; George S. Russell, treasurer, Cleveland; Oscar G. Murray, traffic manager, Cincinnati; D. B Martin, general passenger agent, Cincinnati; H. M. Bronson, assistant general passenger agent, Indianapolis, Ind.; A. S. White, general freight agent, Cincinnati, O.

PRINCIPAL OFFICERS IN CHICAGO.—The principal officers of the Big

Four System, in Chicago, are: J. C. Tucker, general Northern agent; H. W. McCinniff, city passenger agent; H. W. Sparks, passenger agent; C. W. Norris, traveling passenger agent; E. F. Cost, assistant general freight agent. The offices of the company in Chicago are located at 234 Clark st., Grand Pacific Hotel Block, in the business center.

TICKET OFFICE.—The central ticket office of the Big Four System is located in Grand Pacific Hotel building. Here the visitor may purchase tickets over the various lines of the company, and connecting roads, and obtain all necessary information concerning time of departure and arrival of trains, rates of fare, etc. Here, also, printed matter, time-tables, etc., may be had free on application.

Erie Lines.—The main stem of the Erie railway system is one of the most important lines of communication between the Atlantic seaboard and the great lakes. The system embraces the New York, Lake Erie & Western railroad, 1,029.10 miles; the New York, Pennsylvania & Ohio railroad, 576.82 miles; the Chicago & Erie railroad, 269.80 miles; the Buffalo & Southwestern railroad, 66.36 miles; the Tioga railroad, 64.73 miles; and the New York, Lake Erie & Western coal and railroad, 51.54 miles; total, 2,056.35 miles.

CHICAGO CONNECTION.—The Chicago connection of the Erie Lines, is the Chicago & Erie railroad (late Chicago & Atlantic). All passenger trains are run through without change from Chicago to the principal points covered by the Erie system.

DEPOT.—All trains of the Erie Lines (Chicago & Erie railroad) arrive at and depart from the magnificent passenger depot known as Dearborn Station, foot of Dearborn street, corner of Polk street and Third avenue. Take State street cable cars. Here every arrangement is made for the convenience and accommodation of patrons. There are large and handsomely furnished waiting rooms for ladies and gentlemen. Attendants to look after the wants of women and children are always on hand, and depot agents furnish necessary information and see that no mistakes are made by strangers in the boarding of trains, etc.

EQUIPMENT, ETC.—The Erie Lines are equipped completely in the most modern fashion. Their trains are among the finest leaving New York or Chicago. Some of its cars are sumptuous; the vestibuled through express trains are composed of elegant day coaches, sleepers, buffet and dining cars. The tracks are of steel and are maintained in the highest condition. The fastest time between Chicago and New York is made over this line without inconvenience to passengers and without the possibility of danger.

GENERAL OFFICES.—The general offices of the Erie Lines are located in New York, Cleveland and Chicago. The offices in this city are located in the Phenix building, corner Clark and Jackson streets.

PASSENGER DEPARTMENT.—As the visitor will probably have to do with the passenger department of this railroad exclusively, it is suggested that with reference to arrangements for special cars, special trains, the accommodation of large parties, or the mapping out of special routes or tours, he will call upon, or communicate with, Mr. D. I. Roberts, General Passenger Agent, New York City, or with Mr. F. W. Buskirk, Assistant General Passenger Agent, Phenix building, Chicago.

POINTS REACHED.—In general the visitor will take the Erie Lines for all points in the East. With its main line and branches it has Western terminals at Chicago and Cincinnati, the roads from these cities uniting at Marion, Ohio. Take this line for points in Northern Indiana. For Lima, Dayton, Durbin, Springfield, Urbana, Marion, Galion, Mansfield, Ashland, Creston, Sterling, Kent, Ravenna, Solon, Garrettsville, Braceville, Leavittsburg, Warren, Leetonia, Niles and Youngstown, O.; also for Cleveland, Ohio, and Pittsburg, Pa.; also for Newcastle, Sharon, Shenango, Greenville, Oil City, Franklin, Meadville and Union City, Pa.; also for Jamestown, Chautauqua Lake, Randolph, Salamanca and Buffalo, New York. Take this line for Niagara Falls, for Rochester, Elmira, Binghamton, Port Jervis and New York City. Take this line for Albany, New York, Boston, Mass., and all points in the New England States, and, in fact, for all points north and south, on the Atlantic seaboard.

Principal Officers.—The principal officers of the New York, Lake Erie & Western Railroad Company are: John King, President, New York; E. B. Thomas, First Vice-president; Andrew Donaldson, Third Vice-president, New York; J. H. Barrett, Superintendent of Transportation, Jersey City; A. M. Tucker, General Manager, Cleveland, Ohio; J. C. Moorehead, General Superintendent, Cleveland, Ohio; Edward White, Treasurer, New York; W. Farrington, Auditor, New York; D. I. Roberts, General Passener Agent, New York; F. W. Buskirk, Assistant General Passenger Agent, Chicago.

Ticket Office.—The ticket office of the Erie Lines (Chicago & Erie railroad) is located at 242 South Clark street, Grand Pacific Hotel Building, in the business center. Here the visitor may purchase tickets to all points covered by the Erie system and connecting lines, secure sleeping-car berths, and obtain all necessary information concerning the arrival and departure of trains, rates of fare, etc. Here, also, printed matter, containing general information regarding the lines covered by the system, time tables, etc., may be had free on application.

Grand Trunk Railway.—This is one of the greatest railroad systems on the continent. Its lines are confined to the Dominion of Canada, but through its affiliations and connections with lines operating in the United States, the visitor taking the Grand Trunk, either coming west or going east, may reach any point in the northern tier of States, and every point of interest or importance in Canada. The immediate affiliations of the Grand Trunk in the United States are: The Chicago & Grand Trunk, and the Detroit, Grand Haven & Milwaukee; Michigan Air Line; Cincinnati, Saginaw & Mackinaw; Toledo, Saginaw & Muskegon, the operation of neither of which roads is included in those of the Grand Trunk Railway of Canada.

Chicago Connection.—The Chicago Connection of the Grand Trunk is the Chicago and Grand Trunk Railway. [See Chicago & Grand Trunk Railway.] The depot of the latter company is known as Dearborn Station, and is located at the foot of Dearborn street, Corner of Polk street and Third avenue.

Equipment, Etc.—The Grand Trunk railway is equipped in the most modern manner. Its locomotives and rolling stock, generally, is maintained in the best of order. Its tracks are kept in the highest condition, and accidents on its various lines are almost unheard of. Some of its trains are luxurious in the highest degree, and every attention is paid to the little details which go to make up the comfort of the traveling public. The recent opening of the St. Claire tunnel, connecting Canada with the United States at Port Huron, add largely to facilities for international communication afforded by this system.

OPERATIONS OF THE COMPANY.—Some idea of the immense operations of the Grand Trunk railway may be formed from the following figures representing the transactions of the Company in 1889: Earnings from mails and express, $716,897; passengers carried, 6,526,701; earnings from passenger traffic, $5,988,677; tons of merchandise carried, 7,955,965; earnings from merchandise traffic, $12,772,446; miscellaneous earnings, $95,733; total earnings, $19,573,754; net revenue, $5,632,701.

POINTS REACHED—Travelers to or from Chicago will take the Grand Trunk Railway for all points of interest or importance in the Dominion of Canada, east of Lake Huron and the Detroit river. European visitors will find it a delightful trip to come to Chicago by way of Quebec, Montreal, Ottawa, Toronto, etc. Tickets may be purchased at any of the eastern cities for transportation in this direction. The Grand Trunk practically enters into Chicago via the Chicago & Grand Trunk and Wabash railways. All principal points in Michigan may therefore be reached by this line, and at Chicago, connection may be made with roads for all parts of the West, Northwest, South and Southwest. Going east take the Grand Trunk, via the Chicago & Grand Trunk, for Niagara Falls, the Thousand Islands and all points of interest on the St. Lawrence, as well as in the northeastern portion of the United States, Nova Scotia, etc. Information concerning routes, etc., may be had on applying at the ticket office of the Chicago & Grand Trunk railway, 103 Clark street, Chicago, where, also, printed matter, maps, time tables, etc., may be had free on application. [See Chicago & Grand Trunk Railway.]

Illinois Central Railroad.—The great and only rail artery connecting Lake Michigan with the Gulf of Mexico; one of the principal and one of the most ably managed lines in the United States. Miles of road operated during the year ending June 30, 1891, 2,875; cost of operation, $11,890,366.21; gross earnings, $17,881,554.77; net earnings, without deducting rentals or taxes, $5,991,188.56. The history of this road is identical with that of the State of Illinois, to the prosperity of whose people it has contributed in a very large measure. The charter under which the corporation was organized exempts the company's property from taxation in this State, but requires a payment to the State, in lieu thereof, of 7 per cent. of the gross receipts of the original railroad, 705.53 miles in length, or the lines from Chicago to Cairo (364.90 miles), and from Centralia, Illinois, to Dubuque, Iowa (340.63 miles). The sum so paid during the years from 1855 to 1890 amounted to $12,365,618. In this period the stockholders of the company received, in cash dividends, $64,782,357. The vast amount of money which the Illinois Central Railroad Company has turned into the State treasury very materially assisted the latter in liquidating the indebtedness contracted during the War of the Rebellion, and in meeting the regular annual expenditures of the commonwealth for educational, charitable and other purposes. The Governor of the State of Illinois is, *ex officio*, one of its directors.

CENTRAL DEPOT.—The great fire of 1871 almost wholly destroyed the magnificent Central Depot occupied before that time by the Illinois Central

Railroad Company, foot of Lake and Randolph sts. Since then a temporary structure has been used for the accommodation of patrons, within the walls of the original building, which were left standing until the present year. The Michigan Central and the Cleveland, Cinncinnati, Chicago & St. Louis (Big "4") railroads occupy this depot in connection with the Illinois Central. A mammoth new structure will be erected this year by the Illinois Central R. R.

Entrance to Chicago.—The entrance of the Illinois Central railroad into Chicago is the finest, perhaps, in the world. The road winds around the horseshoe curve of the southern shore of Lake Michigan, affording a magnificent view of the great lake. There are six tracks, two for incoming and outgoing suburban trains, two for incoming and outgoing through passenger trains, and two for incoming and outgoing freight (or goods) trains. The terminal facilities of the road are such as to make it almost impossible that blockades or accidents should result, even when all of the six tracks and numerous sidings are occupied by moving trains.

Equipment.—The Illinois Central railroad, including all its branches and leased lines, is equipped in the most modern manner. Its passenger cars are all first-class, and some of the finest coaches in the country are run on its main lines. Parlor and sleeping cars accompany all its express trains. Many of these are furnished luxuriously, and every effort is made to insure at once the safety and comfort of patrons. Some idea of the patronage of the road may be obtained from the fact that in the year ending June 30, 1891, the company owned and operated 283 passenger and chair cars, 38 smoking cars, 2 baggage and smoking cars, 56 baggage and express cars, 7 express cars, 18 baggage, mail and express cars, 28 postal cars, 2 pay cars, 6 business cars, 7,560 box cars, 278 caboose cars, 1098 stock cars, 711 fruit cars, 520 refrigerator cars, 1,025 flat cars, 4,210 coal cars, and 4 powder cars, beides numerous construction cars, etc. The road has 532 locomotive engines available for service. The expenditure for new equipment annually amounts to very nearly $1,000,000.

General Passenger Agent.—As the visitor will probably have to do with the passenger department of this line exclusively, it is suggested that regarding all matters connected with accommodation of an extraordinary character, such as the engagement of special cars, special trains, the making provision for large parties, the mapping out of special tours, etc., he communicate with, or call upon, Mr. A. H. Hanson, general passenger agent of the company, 60 Wabash av., Chicago.

Lines Operated.—In addition to the main line of the Illinois Central, the company operates a number of branch and leased lines. Among the most important of these are the Chicago, Rockford, Freeport, Madison and Dodgeville, the Dubuque, St. Louis and Cairo, the Champaign and Havana, the Rantoul, West Lebanon and Leroy, the Cherokee, Sioux Falls and Onawa, the Memphis and New Orleans, the St. Louis, Cairo, Memphis and New Orleans and the Manchester and Cedar Rapids lines.

Points Reached.—The visitor will take the Illinois Central Railroad for St. Louis, Mo., 283 miles to the southwest of Chicago, and intermediate points. On this line a number of thriving and handsome villages are passed. Among them Kankakee (56 miles), where the State Asylum for the insane is located; Champaign (128 miles), one of the most prosperous of the central Illinois towns; Mattoon (172 miles), a pretty village; Effingham (198 miles), where the train leaves the main line; and Vandalia (230 miles), one of the oldest and most interesting towns in the State. At St. Louis the train crosses the great steel bridge, 1,600 feet in length, over the Mississippi river. The day train leaves Chicago at 8:40 A. M., arrives in St. Louis at 7 P. M., thus affording the visitor an opportunity of seeing the great Prairie State with the numerous towns and villages between Chicago and St. Louis by day-light. The visitor, if so inclined, may take the night train, the "Diamond Special," a most superbly equipped vestibuled train, with the finest of Pullman's compartment sleepers leaving Chicago at 9 P. M., arriving at St. Louis at 7:30 A. M. The day trains as well as the night trains are luxuriously fitted up for the comfort of passengers. Besides these trains there are others which make stops at smaller or less important points. The visitor will also take the Illinois Central railroad for all points in the Southwest. A train leaving here at 2: P. M. will land the passenger at Memphis, Tenn., at 8:40 next morning, thus making the trip from the great "Corn Belt" of the North to the northern extremity of the great "Cotton Belt" of the South in eighteen hours and twenty minutes. At Memphis direct connection is made with the Louisville, New Orleans and Texas train, leaving at 9:30 A. M., which arrives at Vicksburg at 7:45 P. M. the same day. The train leaving Chicago at 8 P. M. arrives in New Orleans at 8:25 A. M. on the second day, the distance being 915 miles. The Chicago & New Orleans, limited, leaving Chicago at 2 P. M. arrives in New Orleans at 7:30 P. M. the next day, only twenty-nine hours and thirty minutes en route. A fast mail and express train leaves Chicago at 3:15 A. M. which arrives in New Orleans at 8:25 the next morning. The trip from Chicago to New Orleans is full of interest to the traveler, who is carried by numerous interesting towns and cities, and through scenery which is as diversified as the climate becomes between the two extremes. At Cairo the train crosses the Illinois Central magnificent new steel bridge over the Ohio river, which cost about $3,000,000. The railway traverses some of the most beautiful sections of the South; passing through the States of Kentucky, Tennessee, Mississippi and Louisiana, and touching such points as Memphis, Grenada, Jackson (the capital of Mississippi), Brookhaven and the numerous plantation towns of the latter State. At New Orleans the visitor will find passenger steamers leaving at frequent intervals for the Ead's Jetties at the mouth of the Mississippi, for points in southern Florida, for Havana, Cuba, Galveston, Vera Cruz, and all points on the Gulf and South American Atlantic coast. At New Orleans, also, connections are made with trains over the Southern Pacific railway, which pass through Texas, New Mexico and California. Take the Illinois Central railroad also for Dubuque, Iowa (183 miles), and for Fort Dodge (375 miles), Sioux City, Iowa (510 miles), and Sioux Falls (547 miles). The Illinois Central railroad and its branches at their various terminals and in Chicago make connection with trains departing for all points in the United States, Canada and Mexico.

PRINCIPAL OFFICERS.—The principal officers of the company are: Stuyvesant Fish, President; J. C. Welling; Vice-president and Comptroller; J. T. Harahan, second Vice-president; A. G. Hackstaff, Secretary; B F. Ayer, General Counsel; J. Fentress, General Solicitor; Henry DeWolf. Treasurer; T. J. Hudson, traffic manager; M. C. Markham, assistant traffic manager; A. H. Hanson, general passenger agent. All the above, excepting the secretary and general passenger agent, are to be found in the general offices of the company, 78 Michigan ave., near central passenger depot. The office of the Secretary is in New York and of the general passenger agent at 60 Wabash ave.

Ticket Office.—The central ticket office of the Illinois Central railroad is located at 194 S. Clark st., near the general Postoffice. Here the visitor may purchase tickets over the various lines of the company and connecting roads, and obtain all necessary information concerning time of departure and arrival of trains, rates of fare, etc. Here, also, printed matter, time tables, etc., may be had free on application.

Lake Shore & Michigan Southern Railway.—The history of this magnificent trunk line is practically the history of railroad construction in the United States. Its inception dates back to 1833, the commencement of the railroad building period in this country, and every rail that has been added in the extension of the original road since that time has its own story to tell of the westward and onward progress of civilization, the settlement of the waste places, the birth and growth of villages and towns, the peopling of great cities and the prosperity of half a continent. The Lake Shore & Michigan Southern railway may well be called the great east and west artery of the nation, as it has done more toward infusing the blood of life into the immense stretch of territory that is washed by the great inland seas than any other force employed by man during the past century. The Lake Shore & Michigan Southern Railway Company, as it exists to-day, was organized in 1869. The road is part of and one of the most important links in the famous "Vanderbilt system."

Ticket Offices.—The city ticket office of the Lake Shore & Michigan Southern Railway Company in Chicago is located at 66 Clark street, in the business center. Here the visitor may purchase tickets for all points covered by this and connecting lines, secure sleeping car berths and obtain all necessary information concerning the arrival and departure of trains, etc. Here, also, printed matter containing general information regarding the line and its connections, time tables, etc., may be had free on application. Tickets may also be secured at the depot ticket office.

Depot.—All trains of the Lake Shore & Michigan Southern Railway Company arrive at and depart from the Van Buren Street depot, Van Buren and Sherman streets, in the vicinity of the Board of Trade. Every arrangement is made here for the comfort and accommodation of the patrons of the railway. There are large and comfortably furnished waiting rooms for ladies and gentlemen, atttendants to look after the wants of women and children are always on hand, and depot agents furnish necessary information and see that no mistakes are made by strangers in the boarding of trains, etc., and all passenger trains stop at 22d Street depot to receive and deliver passengers, thus accommodating residents of the southern part of the city.

General Offices.—The general offices of the Lake Shore & Michigan Southern Railway Company are located as follows: Grand Central Depot, New York City; corner St. Clair and Seneca sts., Cleveland, Ohio; Van Buren Street Station, Van Buren and Sherman streets, Chicago.

Train Service.—Via the Lake Shore & Michigan Southern Ry. there are six through trains from Chicago to the East with through sleepers to New York and Boston. Afternoon trains from Chicago reach New York, Boston and New England points the following afternoon; the evening trains the second morning. One of the special features of the service provided by this car, which is attached at convenient hours. The latest addition to the service is the new fast morning train known as the "Chicago and Boston Special," leaving Chicago at 10:30 A. M. New York, Boston and all the principal New England points are reached early the next afternoon. The equipment of the train is practically the same as of the "Limited" above referred to, except that no private compartment cars are run.

Louisville, New Albany & Chicago Railway.—Better known as the "Monon Route," is the Short line between Chicago and Indianapolis, the popular route Chicago to Cincinnati or Louisville and all points South.

The train known as the "Velvet" consists of Pullman Perfected Safety Vestibuled Parlor, Dining, Smoking and Day Coaches.

It is the only line serving meals in a regular dining car between Chicago and the Ohio river.

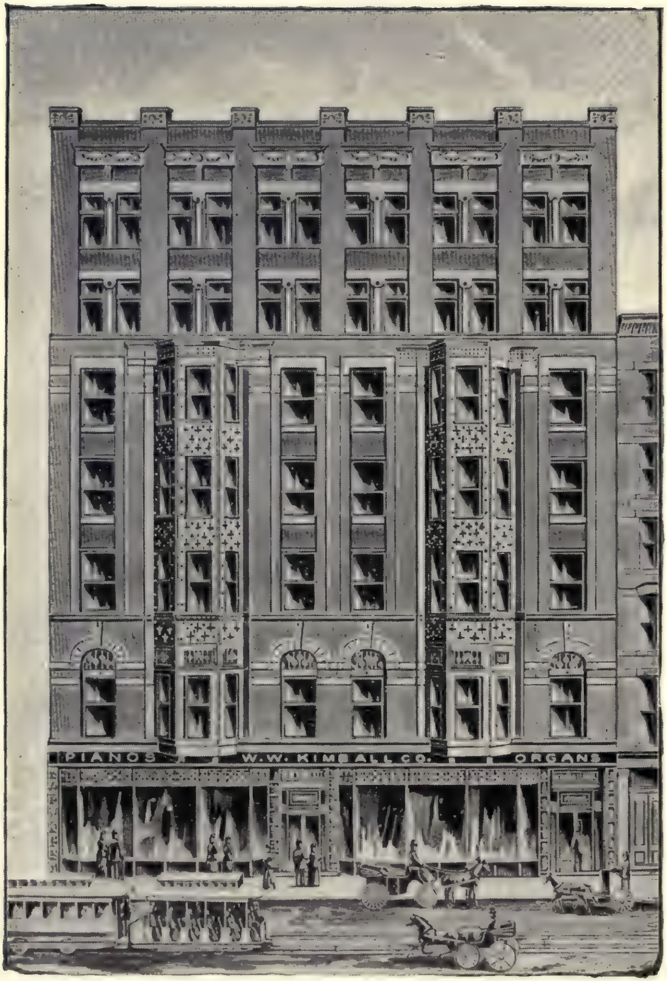
The "Electric" the night train, Chicago to Cincinnati, is equipped with Pullman's Safety Vestibuled Sleepers and a Compartment car, the latter innovation supplying a most attractive feature for parties and families desiring to travel together.

The equipment of all its trains are supplied with every modern design and appliance, its roadbed and bridges have been thoroughly reconstructed, placing it in the van and insuring speed, comfort and safety to its patrons. The principal officers are: Genl. Samuel Thomas, president, New York; Wm. H. McDoel, general manager; Joseph H. Craig, auditor and purchasing agent; R. M. Arnold, general freight agent; James Barker, general passenger agent; F. J. Reed, city passenger agent, 73 Clark street, Chicago, Ill. General offices, Monon block, Chicago.

All trains leave Union Depot, Dearborn Station, Polk and Dearborn streets, Chicago.

Michigan Central Railroad.—A feeder of the Vanderbilt system. Depot foot of Lake st. Formerly had a monopoly of Niagara Falls and Detroit business, most of which is now controlled by other and better equipped lines Offices of the company located in the new Kearsage building, Jackson and Dearborn sts. City ticket office, 67 Clark st.

New York Central and Hudson River Railroad.—The connecting link between the Vanderbilt railroads of the West and New York City. Connects at Buffalo and Albany with all railroads from the West, taking the Northern route. Number of miles operated, 1,420.64. Officers: Cornelius Vanderbilt, chairman of the board; Chauncey M. Depew, president; Charles C. Clarke, first vice-president; Horace J. Hayden, second vice-president; H. Walter Webb, third vice-president; Edwin D. Worcester, secretary; Edward V. H. Rossiter, treasurer. General office, Albany, New York. New York office, Grand Central Station. Earnings for the year ending June 30, 1890. $27,263,202.30; expenses, $18,118,948.59. Number of passengers carried during the year, 13,115,397; number of tons of freight carried, 12,202,346. Average speed of ordinary passenger trains, including stops, twenty-eight miles per hour. Average speed of express trains, including stops, thirty-eight miles per hour. The New York Central & Hudson River railroad traverses the most beautiful stretch of country east of the Alleghany mountains. The scenery along the Hudson river has been described so often that it is hardly worth while going into it here. It is picturesque and beautiful. The trains of the Lake Shore & Michigan Southern railway and the Michigan Central railroad connect directly with the Hudson River line, and pass over its tracks without change. [See Lake Shore & Michigan Southern railway and Michigan Central railroad.]


PIANOS
W. W. KIMBALL CO.
ORGANS

[Engraved for The Standard Guide Company.]

KIMBALL HALL—W. W. KIMBALL CO'S. SALESROOMS.

[See "Great Industries."]

Northern Pacific Railroad.—Chicago is now practically the eastern terminus of the great system of railroads owned, controlled and operated by the Northern Pacific Railroad Company. Through trans-continental trains, passenger and freight, arrive at and depart from the Grand Central depot in this city. The contract entered into on April 1, 1890, between the Wisconsin Central Lines and the Northern Pacific Railroad Company, whereby the latter obtained a lease of all the lines of railroad owned and controlled by the Wisconsin Central Companies, between the cities of Chicago and St. Paul and Ashland, including the lines of railroad, real estate and terminal facilities of the Chicago & Northern Pacific Railroad Company, gave the Northern Pacific Railroad Company a complete line from Chicago to St. Paul (its former terminus) and at the same time gave to Chicago complete and uninterrupted connection with all points covered by the trans-continental system. (See Wisconsin Central Lines.) The importance of this consolidation of interests is well understood and fully appreciated in Chicago. The Northern Pacific is one of the most perfectly managed railroad properties on the continent; it penetrates a country rich in natural resources; it is developing a territory that will be populated by millions of sturdy and prosperous people in the near future and the advantage to be derived by Chicago from unbroken communication and direct commercial intercourse with these people can hardly be over-estimated.

Depot.—All trains of the Northern Pacific railroad arrive at and depart from the Grand Central depot, Harrison st. and Fifth ave. [See Wisconsin Central Lines; also see illustration.] Here every arrangement is made for the comfort and convenience of the company's patrons. Attendants to see to the wants of women and children are always on hand. Depot agents give all desired information and see that no mistakes are made by strangers in boarding trains, etc.

Equipment, Etc.—The equipment of the Northern Pacific railroad is most extensive and complete, and is unexcelled by that of any other railroad in existence. Travelers over this magnificent system are assured here that every comfort and safeguard known in modern railroading is provided for them. The through trains leaving Chicago and St. Paul are superb in their make-up, are vestibuled, and consist of Pullman first-class and tourist sleepers, dining room and buffet cars, and first and second-class passenger coaches. From the following figures the visitor will be able to obtain an idea of the general equipment of the system. The company has 651 locomotives, seventy-five first-class coaches, fifty-eight second-class coaches, five third-class coaches, fifty sleeping cars, sixty emigrant sleeping cars, twenty-six dining cars, twenty-two combination passenger and baggage cars, 112 baggage, mail and express cars, seven business cars, eight superintendent's cars, 550 furniture cars, 9,436 box cars, 272 refrigerator cars, forty-three beer cars, thirty fruit cars, 856 stock cars, 3,787 flat cars, fourteen oil-tank flat cars, 334 oil cars; 568 coal cars (four wheels), 2,089 coal cars (eight wheels), 216 logging trucks, 325 caboose cars, four ferry cars, eighty-eight boarding cars, one painter's car, one scale test car, ten pile drivers, twelve steam shovels, two stone derricks, ten wrecking cars, sixteen tool cars, six rotary snow plows, 1,260 hand and push cars, seventy-seven velocipede cars, five steamers, two barges.

General Offices.—The general offices of the Northern Pacific Railroad Company are located at 35 Wall st., New York City, and at St. Paul, Minn. The system is operated from the St. Paul offices.

PASSENGER DEPARTMENT.—Those desiring information as to tickets, passenger rates, special cars, special trains, the accommodation of large parties, the mapping out of special tours, etc., should call upon or communicate with Mr. Charles S. Fee, General Passenger and Ticket Agent, general offices Northern Pacific Railroad Company, St Paul, Minn.

POINTS REACHED.—In general the visitor will take the Northern Pacific railroad for all points on the line of the Wisconsin Central railroad between Chicago and St. Paul, and for all points in the western and northwestern portions of the United States. The road either reaches direct or by connection every point of interest or importance in Wisconsin, Minnesota, North and South Dakota, Montana, Idaho, Oregon, Washington Nevada, California and British Columbia. It is the most direct route to the wonderful Puget Sound country, and takes in the prosperous cities of Portland, Tacoma, Seattle and Victoria. On the road the traveler may stop off at Helena, Montana's business and banking center, Butte, the greatest mining town in the world, Spokane Falls, the magnificent city of Eastern Washington, where he will be amazed at the elegant buildings and general prosperity of the people. The Northern Pacific penetrates the famous Cœur d'Alene mining country, the wonderful forests of Oregon and Washington, and the beautiful agricultural country lying between the Western slope of the Rockies and Puget Sound. West of Helena the road winds around the peaks and crosses the grand "divide" of the Rocky mountains, where scenery may be witnessed as rugged and picturesque as any on the continent. Take the Northern Pacific for the following principal towns in Minnesota, Dakota, Manitoba, Montana, Washington and British Columbia: St, Paul, Minneapolis, Little Falls, Duluth, West Superior, Brainerd, Wadena, Winnipeg Junction, Glyndon, Moorhead, Fargo, Grand Forks, Pembina, Winnipeg, Casselton, Valley City, Jamestown, Bismarck, Mandan, Helena, Butte, Garrison, Missoula, Hope, Spokane Falls, Sprague, Pasco Junction, Wallula Junction, Tacoma, Seattle, Portland, Victoria and Vancouver. The following is the westward train service of this railroad:

The "Pacific Mail" leaves Chicago at 10:45 P. M., daily; St. Paul at 4:15 P. M.; Minneapolis, 4:55 P. M. Vestibuled Pullman palace sleeping cars, Chicago to Portland, via both Wisconsin Central lines and Chicago, Milwaukee & St. Paul railway, Chicago to St. Paul; vestibuled Pullman palace sleeping car, St. Paul to Portland; Pullman tourist sleeping car, Chicago to Portland, via the Wisconsin Central; vestibuled dining car, St. Paul to Portland; free colonist sleeping cars, St. Paul to Portland; Pullman tourist sleeping car, St. Paul to Portland; Pullman palace sleeping car, Seattle and Tacoma to Portland; first and second-class coaches, St. Paul to Portland. The Pullman palace sleeping cars. via Wisconsin Central lines, run through Helena; Chicago, Milwaukee & St. Paul, through Butte.

"The Minnesota and Dakota Day Express" leaves Chicago at 5:00 P. M. daily; St. Paul, 8:00 A. M., daily except Sunday; Minneapolis, 8:35 A. M., via Staples. First and second-class day coaches, St. Paul and Minneapolis to Staples, Glyndon, Moorhead, Fargo and Jamestown.

"The Minnesota and Dakota Night Express" leaves St. Paul, 8:00 P. M.; Minneapolis, 8:35 P. M., daily; Pullman palace sleeping car, St. Paul to Glyndon, Moorhead and Fargo; Pullman palace sleeping car, Duluth to Glyndon, Moorhead and Fargo; Pullman palace sleeping car, St. Paul to Fergus Falls, and Wahpeton; Pullman palace sleeping car, St. Paul to Grand Forks, Grafton and Winnepeg. Dining car, Winnepeg Junction to

Winnipeg; first and second-class coaches, St. Paul to Fergus Falls, Wahpeton, Grand Forks, Grafton, Winnipeg, Glyndon, Moorhead, Fargo, Casselton, Jamestown and intermediate points.

"The Dakota Express" leaves Duluth, 4:00 P. M., daily; Pullman palace sleeping car, Duluth and West Superior to Fargo and Moorhead; first and second-class day coaches, Duluth to Staples. This train connects with No. 7 at Staples.

"The Pacific Mail" leaves Duluth, 3:30 P. M., daily; first and second-class day coaches, Duluth and West Superior to Brainerd and Staples. This train connects at Staples with train No. 1 "Pacific Mail."

A train on the Wisconsin division leaves Ashland 8:30 A. M., daily; arriving at Duluth, 11:35 A. M. Through Pullman palace sleeping cars and first and second-class day coaches, Chicago to Duluth, via Wisconsin Central lines, Chicago to Ashland.

PRINCIPAL OFFICERS.—The principal officers of the Northern Pacific Railroad Company are: Henry Villard, chairman of the board, New York; T. F. Oakes, president, New York; J. B. Williams, vice-president, New York; C. H. Prescott, second vice-president, Tacoma, Wash.; George S. Baxter, treasurer, New York; G. H. Earl, secretary, New York; N. C. Thrall, assistant to president, St. Paul; W. S. Mellen, general manager, St. Paul; J. M. Hannaford, general traffic manager, St. Paul; Newman Kline, assistant to general manager, St. Paul; E. C. Kimberly, general superintendent, St. Paul; Charles S. Fee, general passenger and ticket agent, St. Paul; A. L. Craig, assistant general ticket agent, St. Paul; B. N. Austin, assistant general passenger agent, St. Paul; S. L. Moore, general freight agent, St. Paul.

TICKET OFFICE.—The central ticket office of the Northern Pacific railroad is located at 210 Clark st., where tickets to all points covered by the system, sleeping berths, and all necessary information regarding the arrival and departure of trains, rates of fare, etc., may be obtained. Here, also, printed matter, containing general information regarding the points covered by the system, time tables, etc., may be had free on application.

Pennsylvania Lines.—All trains of the Pennsylvania Company, including the "Pittsburg & Fort Wayne" and "Panhandle Route," arrive at and depart from the Union depot, Canal and Adams sts., West Side. The Pennsylvania Company covers all points in the Middle and Eastern States, east of Chicago. The train service is very complete. On the Panhandle route, train No. 18, leaving Chicago at 9:45 A. M. daily, carries passenger coaches and a Pullman buffet parlor car from Chicago to Louisville. It connects with the fast express trains of the Western and Northwestern railways that arrive at Chicago in the morning, and forms a link in the chain of the through car service. This train also carries passenger coaches and a Pullman buffet parlor car from Chicago to Cincinnati. Train No. 10, which leaves Chicago at 8:20 P. M., carries passenger coaches and a Pullman sleeping car from Chicago to Louisville; also a Pullman sleeping car from Chicago to Indianapolis, in which passengers may remain until 7 A. M. This train also carries passenger coaches and a Pullman sleeping car from Chicago to Cincinnati. Train No. 8 leaves Chicago daily at 3:15 P. M. for Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York. Train No. 2 leaves at 5. P. M. for the same points.

Union Pacific System.—The title which this great transcontinental highway bears is not sufficient to convey an adequate idea of its real importance to the visitor. It is not merely a railroad but an immense system of great railroads which penetrate, develop and serve almost the entire section of the United States lying west of the Missouri river. Originally a single track line from Omaha, Neb.,to Ogden, Utah, merely a feeder for the Central (now the "Southern") Pacific Railroad, with no outlet to the Pacific ocean, no feeders of its own, and dependent almost entirely for its revenue upon through traffic between Omaha and Ogden, it has grown to the mighty proportions of a system with its own outlet to the Pacific Coast, its own feeders branching out in every direction and covering every point of importance in the mighty West, and with more business on its hands constantly than with its wonderful facilities and most complete equipment it can easily keep up with. The Union Pacific may be numbered among the lines which Chicago claims as her own, for, by a contract arrangement with the Chicago & North-Western Railway, its Eastern terminus is now practically in this city. [See Chicago & North-Western Railway.] Through trains, freight and passenger, both ways, are now run daily by the Union Pacific System between Chicago and its principal Western terminal points.

CONDITION OF THE ROAD.—The number of miles of track operated by the Union Pacific System is about 8,000. A great part of this track is laid with the heaviest steel rails. The road-bed is maintained in the very highest condition. There is no better stretch of track in the world than that between Omaha and Ogden. Wooden have long since given place to iron and steel bridges. Trains between Omaha and Cheyenne make from 60 to 70 miles per hour with entire safety, and without the slightest inconvenience to the traveler. The remarkable speed made by trains on the Union Pacific System has attracted universal attention. Perhaps nothing that could be said would speak more plainly or more highly for the condition of the Union Pacific tracks and the care with which the system is managed than the fact that the life of a single passenger, out of the millions carried, was not lost during the year 1890.

DEPOT.—All trains over the Union Pacific arrive at and depart from the Wells St. depot, Wells and Kinzie sts., North Side. [See Chicago & North-Western Railway.] Here every arrangement is made for the convenience and comfort of the company's patrons. Attendants see to the wants of women and children. Depot agents give all required information and prevent mistakes by strangers in boarding trains, etc.

EQUIPMENT, ETC.—The equipment of the Union Pacific is perfect. Its machinery is all modern, the greater part of it is new and it is maintained at the highest standard. The through trains of the Union Pacific are not surpassed by those of any other road on the continent. Solid vestibuled day and night trains leave the various terminals of the system, east and west, daily, on which every comfort and convenience may be enjoyed by the traveler. Reference to the train service of the company will satisfy the visitor as to the thoroughness with which all accommodations are provided.

GENERAL OFFICES.—The chief executive and accounting offices of the Union Pacific Railroad Company are located in the Equitable building, Boston, Mass. The general management of the road is conducted from the Union Pacific Railroad Company's building, Omaha, Neb.

PASSENGER DEPARTMENT.—As the visitor will probably have to do exclusively with the passenger department of the Union Pacific, it is suggested that with reference to the engagement of special cars, special trains, the accommodation of large parties, or the mapping out of special tours, he communicates with Mr. E. L. Lomax, General Passenger and Ticket Agent, Omaha, Neb.

POINTS REACHED.—The Union Pacific railroad has practically four terminals on the Missouri river: Council Bluffs, Iowa; Omaha, Neb.; Leavenworth, Kansas, and Kansas City, Mo. Trains either run direct from all these cities to all points West, Southwest and Northwest, covered by the system, or make connection with through trains westward-bound from Omaha and Kansas City. The system extends to and covers all points of interest and importance in the States and Territories of Nebraska, Kansas, Colorado, Wyoming, Utah, Idaho, Montana, Nevada, California, Oregon and Washington, and has direct connection with points in British Columbia and the Republic of Mexico. The visitor will take the Union Pacific railroad, via Omaha, for Elkhorn, Fremont, Schuyler, Columbus, Grand Island, North Platte, Sidney and all intermediate points in Nebraska; for Cheyenne and Laramie and all intermediate points in Wyoming; for Ogden and Salt Lake City and all intermediate points in Utah; via Granger for Soda Springs, McCammon, Pocatello, Shoshone, Boise City, Idaho City and all intermediate points in Idaho; for Huntington, Pendleton, the Dalles of Columbia, Portland and all intermediate points in Oregon; for Tacoma, Seattle and Port Townsend (by rail and water) and all intermediate points in Washington, and for Victoria and Vancouver, British Columbia, by the company's magnificent line of Puget Sound steamers. Take this line, via Council Bluffs, Omaha and Julesburg, for Greeley, La Salle, Denver, Colorado Springs, Pueblo and Trinidad, and all intermediate points in Colorado; for Folson, Mount Dora, Texline and all intermediate points in New Mexico; and for Washburn, Wichita Falls, Henrietta, Fort Worth and all intermediate points in Texas. Or the visitor will take the Union Pacific, via Council Bluffs, Omaha, and Ogden, and, via Southern Pacific railroad, for Sacramento and San Francisco, and all intermediate points. For the latter points the visitor has the choice of going north to Portland and the Puget Sound country, or south to Los Angeles and San Diego, Coronado Beach and National City, either direct or by way of all the beautiful summer and sea-side resorts on the Pacific coast, including Santa Cruz, Monterey, San Miguel, Elwood, Santa Monica, etc. The visitor may visit Portland, Tacoma, Seattle, Port Townsend and Victoria first, and take the Southern Pacific from the first-named city for San Francisco and Southern California, returning by way of Sacramento, and, via Ogden, travel over the Rio Grande railroad to Denver, and thence east, via Kansas City. Or the visitor may take the Union Pacific train at Kansas City direct for Denver, and make connection at Cheyenne or Ogden with trains on the main stem for the Northwest or Southwest. Or the visitor, desirous of seeing the greatest mining city on the globe, and the richest city of its size in the world, will be taken from Pocatello north to Butte and Helena, Montana, and all intermediate points; or, leaving the main line for Portland, at Pendleton, the visitor will be taken to Spokane, one of the most wonderful cities of the new Northwest. Briefly stated, the visitor has a choice of routes almost without limit over this system of railroads.

PRINCIPAL OFFICERS.—The principal officers of the Union Pacific System are: Sidney Dillon, president, Boston, Mass.; S. H. H. Clark, vice-president and general manager, Omaha, Neb.; Gardner M. Lane, second vice-president, Boston, Mass.; E. Dickinson, assistant general manager, Omaha, Neb.; James G. Harris, treasurer, Boston, Mass.; Alexander Millar, secretary, Boston, Mass.; C. S. Mellen, general traffic manager, Omaha, Neb.; J. A. Monroe, general freight agent, Omaha, Neb.; J. H. McConnell, superintendent of machinery and motive power, Omaha, Neb.; E. L. Lomax, general passenger and ticket agent, Omaha, Neb.; J. N. Brown, acting assistant general passenger and ticket agent, Omaha, Neb.

SCENERY ON THE SYSTEM.—The scenery along the several lines composing the Union Pacific System is always interesting; at times it reaches the point of indescribable grandeur and beauty. Echo Canon, Utah, on the main stem, is incomparable. The scenery around Denver and Colorado Springs is superb. Nothing can be more picturesque than the scenery along the Columbia river. The tourist is more likely to be surfeited with magnificent scenery throughout his entire journey than he is to feel the want of it. Mountain and valley, gorge and canon, highland and plain, all have their own attractions for the traveler, and the sensations created in the breast of the lover of nature, as he gazes from a valley rich in summer verdure upon mountain peaks capped with perpetual snow, or from the mountain top, rugged and barren, where the winter blasts send a chill through his frame, on the delightful valleys which lie thousands of feet beneath him, can hardly be expressed in words.

TICKET OFFICE.—The central ticket office of the Union Pacific railroad in Chicago is located at 191 Clark st., near the general Postoffice. Here the visitor may purchase tickets to any point covered by the system or by its connections, secure sleeping car berths, etc., and obtain all necessary information regarding the arrival and departure of trains, rates of fare, etc. Here, also, printed matter containing general and useful information to the tourist and traveler, time tables, etc., may be had free on application.

TRAIN SERVICE.—The through train and sleeping car service westward from Council Bluffs (Omaha) and Kansas City is as follows: "The Pacific Express" leaves Council Bluffs, 6:10 P. M.; Omaha, 6:30 P. M., daily. Day coaches without change to Ogden; Pullman palace sleeping car, Council Bluffs to Cheyenne, connecting with similar cars for Ogden, Salt Lake City, San Francisco and Los Angeles; Pullman colonist sleepers without change, Council Bluffs to San Francisco and with but one change to Portland. "The Overland Flyer" leaves Council Bluffs, 2:00 P. M., Omaha, 2:15 P. M., daily. Through sleepers, Chicago to Denver, Portland and San Francisco, via Council Bluffs, connecting at Green River with similar cars for Butte; through sleepers, Council Bluffs to Salt Lake; Pullman dining cars, Chicago to Portland via Council Bluffs; Pullman colonist sleepers, Chicago to Portland, via Council Bluffs. "The Denver Express" leaves Council Bluffs, 9:40 A. M.; Omaha, 10:00 A. M., daily. Solid train runs through from Chicago to Denver, via Council Bluffs, consisting of smoker, day coaches, free reclining chair cars, palace sleeping cars, and through dining car service; day coaches to Lincoln, Beatrice and intermediate points. "The Pacific Express" leaves Kansas City, 10:45 A. M., daily. Day coaches, free reclining chair cars, Pullman sleepers and Pullman dining cars, Chicago to Denver, via Kansas City; Pullman palace buffet sleeping cars, without change, St. Louis to Denver and Salt Lake City, via Kansas City; Pullman colonist sleepers without change to Portland, and with but one change to San Francisco. "The Western Express" leaves Kansas City, 9:20 P. M., daily. Day coaches without change to Denver; Pullman palace sleeping car without change to Denver and Cheyenne.

Wabash Railroad Company.—The St. Louis and Chicago line of this system, 286 miles in length, has grown in favor during recent years. It passes through some of the prettiest and most prosperous towns of Illinois, including Reddick, Forrest, Gibson, Mansfield, Decatur, Taylorville, Litchfield and Edwardsville. It crosses the river at St. Louis over the magnificent steel bridge constructed by James B. Eads. The Wabash line is well managed, handsomely equipped, and has a large patronage between Chicago and St. Louis.

Wisconsin Central Lines.—Although forming the connecting link between the Northern Pacific railroad system and Chicago, and although operated by the latter company as lessee, the Wisconsin Central lines, familiarly but incorrectly regarded by the public as the Wisconsin Central railroad, must be referred to separately. In April, 1890, a contract lease was made by and between the Wisconsin Central Company, the Wisconsin Central Railroad Company, and the Northern Pacific Railroad Company, whereby the latter company obtained a lease of all the lines of railroad owned and controlled by the Wisconsin Central lines between the cities of Chicago and St. Paul and Ashland, including the lines of railroad, real estate and terminal facilities of the Chicago & Northern Pacific Railroad Company in the City of Chicago, thus giving to the Northern Pacific Company a complete line from St. Paul to Chicago, with ample terminal facilities in the latter city. This combination of interests was deemed by the directors of the Northern Pacific of the utmost importance, as giving access to the City of Chicago by a line of its own ownership and possession, with unsurpassed terminal facilities. While the terms of the lease relieves the Wisconsin Central from operating details, it leaves the building of branches, feeders, and all extensions of, and permanent improvements upon, the Wisconsin Central lines, to be jointly agreed upon by the lessor and lessee, and to be actually constructed by the Wisconsin Central companies. The development of the land grant and management of the iron properties remain in the exclusive control of the Wisconsin Central Railroad Company. The Wisconsin Central, from its inception, has been peculiarly identified with Wisconsin, its growth and progress. Almost nine-tenths of the mileage of the system is within the borders of that State, and its principal offices are located at Milwaukee.

GRAND CENTRAL DEPOT.—No visitor to Chicago can escape having pointed out to him among the greatest attractions of the city, the magnificent Grand Central Depot, located at the corner of Fifth avenue and Harrison street. It is one of the best specimens of the highest type of modern architecture to be found in the world. Where this grand pile rises to-day the Bridewell or City prison stood years ago. The site was long given up to stone and coal yards; it was for years one of the most uninviting spots in the city. The erection of the Grand Central Depot has made it one of the most attractive, and gradually the old buildings, which still stand in the vicinity, are giving place to structures which comport with the dignity and grandeur of the great railroad station. It is more familiarly known as the Wisconsin Central Depot than by any other name, and for that reason a description of it naturally comes here. [See Chicago and Northern Pacific Company; also illustration of Grand Central Depot.] The depot covers an area of three and six-tenths acres. The frontage on Harrison street is 226 feet, and on Fifth avenue, 680 feet. The foundation of the building consists of piling, the length of the piles being thirty feet under the lighter parts, and fifty feet under the main piers and the tower. The total length of piling driven was nine and one-half miles. Each pile under the tower carries a load of twenty-four tons. On the top of the piles are boxes of foot-square oak timbers bedded and filled with concrete. Next follows a course of foot-square oak timbers, four inches apart and filled in with concrete. An eighteen-inch concrete bed topped this, and on this bed the dimension stones are laid. The tower is 236 feet high from the foundation, is twenty-seven feet square, and weighs 6,000 tons. The first twenty-nine feet is built of Connecticut brown stone. There are fifteen stories in the tower, nine of which are used for offices, the upper four stories of these being reached by a special electrical elevator. The Seth Thomas clock is the second largest in the United States, having a dial thirteen and a half feet in diameter. The hours are struck on a 5-ton bell by a hammer weighing 250 pounds. The pendulum weighs 700 pounds. This clock electrically controls all the clocks throughout the depot. The flagstaff rises nearly sixty feet above the tower.

The main waiting room is an enormous apartment, seventy-one feet by 267, with a ceiling twenty-five feet high. The room projects twenty-seven feet west of the office building above, the floors and walls of which are carried on sixteen heavy steel columns twenty-four feet long and two and a half feet in diameter. Two hundred and forty incandescent lamps light this noble room. The floor is of Champlain, and the eight and a half foot wainscoting is of Tennessee marble. At the south end of the waiting room is the ladies' parlor, a handsomely furnished room, 32 feet by 40. An eight foot passageway leads from the center of the south end to the baggage rooms, and over this passage a double marble staircase leads up to the big dining room, 56x73 feet, on the mezzanine floor.

PASSENGER DEPARTMENT.—As the visitor will probably have to do with the passenger department exclusively, it is suggested that with reference to arrangements for special cars, special trains, the accommodation of large parties, or the mapping out of special tours, he call upon or communicate with James C. Pond; General Passenger and Ticket Agent, Chicago.

POINTS REACHED.—In general the visitor will take the Wisconsin Central for all points in the West and Northwest covered by the Northern Pacific railroad system and its connections. Take this line for Burlington, Waukesha, Fond du Lac, Oshkosh, Neenah, Menasha, Stevens' Point, Chippewa Falls, Eau Claire, St. Paul, Minneapolis, Ashland, Hurley, Ironwood, Bessemer and Duluth. The Wisconsin Central traverses some of the best hunting and fishing grounds in the West, and the tourist will find on this route many of the leading and most popular health and summer resorts in the country. In connection with the Northern Pacific, the Wisconsin Central has through car arrangements of special interest to the traveler. Train No. 1, leaving Chicago at 10:45 P. M. daily, has through Pullman vestibuled drawing-room sleeper from Chicago to Portland, via Tacoma ; Pullman vestibuled sleeper, Chicago to St. Paul and Minneapolis; Pullman sleeper, Milwaukee to Stevens' Point ; through Pullman tourist sleeper, Chicago to Portland, via Tacoma and through first and second-class coaches, Chicago to St. Paul and Minneapolis; first and second-class coaches from Abbotsford to Ashland. Dining car service on this train between Stevens' Point and Chippewa Falls. Train No. 3, which leaves Chicago daily at 5 P. M., has through Pullman vestibuled sleeper from Chicago to St. Paul and Minneapolis; Pullman Vestibuled sleeper, Chicago to Duluth, and Milwaukee to St. Paul and Minneapolis, first and second-class coaches, Chicago to St. Paul and Minneapolis, and first-class coach, Milwaukee to Duluth. Dining car service on this train between Chicago and Waukesha.

Train No. 5, which leaves Chicago at 3 P. M. daily, has parlor car and first and second-class coaches between Chicago and Menasha, and first class coach between Milwaukee and Menasha.

Train No. 7, which leaves Chicago daily except Sunday, has first and second-class coaches between Chicago and Eau Claire, and first-class coach between Milwaukee and Stevens' Point.

PRINCIPAL OFFICERS.—The principal officers of the Wisconsin Central lines are: Henry Villard, chairman of the board, New York; T. F. Oakes, president, St. Paul, Minn.; N. C. Thrall, assistant to the president, St. Paul, Minn.; James B. Williams, vice-president, New York; C. H. Prescott, second vice-president, Tacoma, Wash.; David S. Wegg, general solicitor, Chicago; George S. Baxter, treasurer, New York; Robert W. McGuire, local treasurer, Milwaukee, Wis.; S. R. Ainslie, general manager, Chicago; Gavin Campbell, general superintendent, Milwaukee; J. M. Hannaford, general traffic manager, St. Paul; Henry C. Barlow, traffic manager, Chicago; Jas. C. Pond, general passenger and ticket agent, Chicago; J. B. Cavanaugh, general freight agent, Chicago.

TICKET OFFICE.—The central ticket office of the Wisconsin Central lines is located at 205 Clark st., near the general postoffice. Here the visitor may purchase tickets over the line to any local point, or over the system of the Northern Pacific railroad, and to points on all connecting lines, secure sleeping car berths and obtain all necessary information regarding the arrival and departure of trains, rates of fare, etc. Here, also, printed matter contain ing general information with reference to the points covered, time tables, etc., may be had free upon application.

SOCIETIES.

There are in the neighborhood of six thousand societies in Chicago. This number comprises associations of every description, from benevolent to secret organizations. There are, besides the American, or societies in which the English language is spoken, several hundred foreign societies of various characters, objects and types. The great number of societies here makes it impossible for a work of this kind to describe them separately and the visitor is referred to the city directory for the list in full, places of meeting, names of officers, etc. The most prominent of the societies are, however, referred to here:

Art Students' League.—A society compoesd of students of the Art institute.

Back Lot Societies of Evanston.—Organized for the purpose of giving the boys and girls of Evanston an opportunity of hearing from distinguished men and women the discussion of questions of important current topics. The organization of the Boys' Back Lot Society was fostered principally by Mr. Volney W. Foster, who gave up for the use of the boys a building in the rear of his residence at Evanston, from which fact the title "Back Lot" is taken. Mr. Foster interested many other prominent people in the movement and now the boys' society meets in larger and better quarters. At the suggestion of Mr. Foster also the Women's Club of Evanston in 1892 took up the matter of organizing a girls' club or society on the same principal. The advisory committee, each of whom is to be responsible for three talks, was selected for the first year, as follows: Mrs. Henry Wade Rogers, Mrs. H. B. Cragin, Mrs. M. C. Bragdon, Miss Alice Blanchard, Mrs. Charles T. Bradley, Mrs. Birney J. Moore, Mrs. T. P. Stamwood, Mrs. Frank M. Elliot, and Mrs. H. H. Kingsley.

Bar Association.—An organization of the members of the bar of the city of Chicago, the object of which is the elevation of the profession, the sustaining of a high code of ethics in practice, the preservation of the dignity and integrity of the judiciary, and the agitation and promotion of needed reforms in the laws and the procedure of the courts. The officers for 1892 are: Geo. W. Cass, president; David B. Lyman, first vice-president; William J. English, second vice-president; Howard Henderson, secretary, and E. C. Ferguson, treasurer. F. A. Smith, Judge Elbert H. Gary, Robert H. McMurtrie, H. W. Jackson, Frank A. Helmer, William A. Purcell, Henry W. Wolseley, Edgar L. Jayne, Hugh L. Burnham, members of the board of managers James Frake, E, W. Adkinson, D. Harry Hammar, Chas. E. Pope, Robt. H. McCurdy, Alfred D. Eddy, Nathaniel M. Jones, Henry Browne, Thos. G. Windes, committee on admission.

Bohemian Congregation of Free Thinkers.—Meets Sundays at 2 P. M., at 74 W. Taylor st.; president and minister, F. B. Zdrubek.

British American Association.—There are in Chicago the Illinois State Council and ten branches of the British American Association of the United States. Visiting members consult city directory for location of branches, etc. President, Gen. M. M. Trumbull; vice-president, Gen. D. McMullan; secretary, A. J. Hodge; assistant secretary, S. M. Ewert; treasurer, H. Cheatle.

Canadian American League.—22, 134 Van Buren st. President, J. Pearson; treasurer, W. Bannerman; secretary, F. C. Shaw.

Chicago Academy of Sciences.—Founded in 1857, incorporated in 1859. One of the most flourishing of Chicago's societies previous to the great fire, in which it lost a collection of priceless value. After the fire a new building for the society was erected, but the society was compelled to part with it, owing to the heavy debts which it had to bear. Of late years the society has been adding to its collection of birds, mammals, etc., etc., which has been on exhibition in the Exposition building. The removal of that structure will necessitate a change of location. Officers: Dr. E. Andrews, president; B. W. Thomas and Prof. J. H. Long, vice-presidents; Dr. J. W. Velie, secretary; Prof. W. K. Higley, librarian; and Prof. E. G. Howe, recorder. The trustees are: E. E. Ayer, J. H. McVicker, C. M. Higginson, Joseph Frank, C. F. Gunther, Dr. H. A. Johnson.

Chicago Astronomical Society.—President, Elias Colbert; secretary, H. C. Ranney; treasurer, Murray Nelson; director, Professor G. W. Hough, This society was organized in November, 1863. It owns the celebrated "Dearborn University" telescope, the object lens of which was made by Alvan Clark, and which is now in possession of the Northwestern University at Evanston. [See Northwestern University.] The instrument has 18½ inches clear aperture and a focal length of 23 feet.

Chicago Democracy.—An organization of the Democratic party in Chicago for campaign purposes. Officers: President, Frank Wenter; vice-presidents, Frank Lawler, C. S. Thornton, and William J. Mangler; secretary, William Fennimore Cooper; assistant secretary, H. L. Bailey; treasurer, Austin J. Doyle; sergeant-at-arms, T. J. Curry.

Chicago Historical Society.—Organized April 24, 1856. At the time of the fire it was a flourishing institution, with a large library and a valuable collection, occupying a building 42x90 feet at the northwest corner of Dearborn avenue and Ontario street. The entire collection, including over 100,000 books, newspapers, manuscripts, etc., were lost in the great fire. Several valuable paintings and the original draft of Lincoln's Emancipation Proclamation also perished. The institution has partially recovered, and now occupies a one-story brick building at 142 Dearborn avenue. The late Albert D. Hager was for many years its secretary and librarian, and did much toward rebuilding the institution. The present secretary is John Moses, who receives visitors with courteous attention. The officers are: President, E. G. Mason; Vice-presidents, Geo. W. Smith, A. C. McClurg; Treasurer, Gilbert W. Shaw.

Chicago Law Club.—Composed of leading members of the Chicago bar, who meet for social purposes and to discuss important questions relating to the welfare of the profession, etc.

Chicago Law Institute.—Chartered by special act of the legislature, February, 1857. The charter, as granted, was almost a counterpart of that held by the New York Law Institute. It was organized as a stock company, with shares at $100 each, subject to an annual assessment of $25. The first officers of the institute were: John M. Wilson, president; Van H. Higgins, vice-president, and Elliott Anthony, secretary. The library, in October, 1871, contained about 7,000 volumes. It was located in the old Court House and was lost in the great fire. The task of restoring it was immediately begun. It is again located in the Court House and is one of the finest law libraries in the United States. Among the presidents of the Law Institute have been: Judge John M. Wilson, Judge Walter B. Scales, Judge George Manierre, Hon. Van H. Higgins, Elliott Anthony, Judge W. K. McAllister, Hon. Wm. H. King, Hon. James P. Root, John M. Rountree, John N. Jewett, Charles W. Reed, George Payson, Lambert Tree, Sidney Smith, Julius Rosenthal, Robert Hervey and George Gardner. Julius Rosenthal was for years the librarian, and to him the institute is greatly indebted for the judicious care exercised by him in the purchasing and procuring of books, and the members of the institute, in order to show their appreciation of his services, at the annual election in 1879, voted him an honorary member for life. Among those who took a prominent part in the organization of the institute were: Sanford B. Perry, George Manierre, James P. Root, William H. King; John A. Thompson and Ira Scott. The membership of the institute includes nearly all of the reputable lawyers of the city. All lawyers have access to the library at a nominal annual membership fee. In addition to building up and sustaining a law library, the institute takes an active part in proposing amendments to the laws and reforms in their execution. Officers: John Barton Payne, president; Robert E. Jenkins, first vice-president; Charles H. Aldrich, second vice-president; W. H. Holden, treasurer; Julius Rosenthal, librarian; Frederick W. Packard, secretary. Board of managers: John H. Hamline, J. K. Edsall, W. C. Niblack, Henry B. Freeman, Robert H. McMurdy, N. M. Jones, E. W. Adkinson, W. M. Low, M. D. Ewell. Assessment of members, $15 for 1891.

Chicago Orchestral Union.—Organized December, 1890, for the promotion of music. Incorporators: C. N. Fay, N. K. Fairbank, A. C. Bartlett, E. B. McCagg and C. D. Hamill. This is the corporation under whose direction the Theodore Thomas Orchestra is employed. [See Thomas Orchestra.]

Chicago Philatelic Society—An association of stamp collectors and connected with the National Philatelic Association. Gives an annual banquet and holds frequent meetings. Officers: P. M. Walseiffer, president; W. Jansen, vice-president; A. L. Pierce, treasurer; C. E. Levern, secretary; A. P. Hosmer, W. C. Hurzerg, Samuel Leland, governing board.

Chicago Society of Decorative Art.—200 Michigan avenue. Officers: Mrs. J. Y. Scammon, president; Mrs. John N. Jewett, vice-president; Mrs. Dudley P. Wilkinson, treasurer; Miss Emma C. Kellogg, secretary; Mrs. T. B. Blackstone, Mrs. S. M. Nickerson, Mrs. Charles Henrotin directors; Mrs. John J. Glessner, chairman of membership committee.

Chicago Turngemeinde. Officers: Louis Nettelhorst, president; George Schmidt, vice-president; Emil Bloch, corresponding secretary· Charles Durand, recording secretary; Edward Fielder, treasurer; Emil Homan, cashier; Gustav Houser, book-keeper; H. Herzberg, librarian; A. G. Hambock, first turnwart; Fred Hess, second turnwart; A. La Thomas, first property clerk. F. Emerick, second property clerk.

Columbian Association.—Principal object the improvement of the home through the enlightenment of housekeeping as to scientific sanitation, relative value of various foods, and the most hygienic and economical method yet discovered of preparing them. There has been some concern lest woman should, as their horizon widened, rush as a mighty, one-minded multitude out from their homes and leave the hearthside deserted. The widespread and enthusiastic interest which has been awakened by the proposition of the founders of this association to afford housekeepers reliable scientific information which will enable them to conduct their households more successfully shows that women first of all are anxious to improve their homes and that with all their gettings they greatly desire to get the understanding which will enable them to do so.

The association numbers about a hundred members and is really the outgrowth of the committee on household economics of the world's congress auxiliary, of which Mrs. John Wilkinson is chairman and Mrs. Thomas F. Gane vice-chairman. The members of the committee on household economics are elected by the general committee of the world's congress auxiliary and its meetings are open only to its members. The meetings of the Columbian Housekeepers' Association are open to any one interested in their work.

The organization is divided into seven committees. There is a committee on sanitary condition of houses, correct plumbing, ventilation, light, heat, etc.

The second committee is on intelligence offices and various institutions, of which Mrs J. M. Hill is chairman, and which is devoted to keeping a correct directory of all institutions, together with a short statement of their objects, and also of all intelligence offices, with a statement of the help they can supply. It is the duty of this committee to secure if possible the co-operation of the various intelligence offices.

The third committee, of which Mrs. E. A. Matthiessen is chairman, has charge of collating and arranging information in regard to the work of cooking and industrial schools, co-operative laundries and bakeries, training schools for nurses and servants, kitchen gardens and kindergartens and mothers' and nurse-girls' classes, and keeps the association informed in regard to their work.

The fourth committee is on food supply, with Mrs. Anna H. White as chairman. Their work is to prepare for publication each week a list of foods —which will make it possible to compare Chicago markets with others—and also to furnish lists of seasonable articles of food, menu which will be timely and suggestive, and other interesting matter relating to household economics.

The fifth committee is devoted to the dissemination of information in regard to the work of the association.

The sixth committee, of which Mrs. Elizabeth Boynton Harbert is chairman, is devoted to household economics in village communities. Its work is to formulate plans to simplify housework in village communities; to suggest plans for co-operation in laundries and other work which can be done on this plan; to discuss plans for profitable market gardening, the production on a small scale of eggs and poultry, and to furnish information on all topics connected with housework. These committees are all well organized and doing systematic and effective work.

The officers of the association have opened correspondence with persons who have distinguished themselves in different departments of household economics, and are in this way profiting by the experience of those who have given their entire attention to the subject.

The model house, which will probably be built on the World's Fair grounds in the vicinity of the Woman's Building, was suggested by Lucy M. Salmon, of Vassar College. Her idea is to erect a house that shall cost not more than $5,000, as that would come within the means of probably the largest number of persons. The aim would be to furnish an object lesson in the very best scientific draining, plumbing, lighting, heating, ventilation, and, indeed, everything that secures perfect sanitary conditions. It will also illustrate all labor-saving devices and whatever has been accomplished for the household by science rather than art. It is further proposed that lunches, prepared on scientific principles, be served in this house and that the printed bill of fare shall set forth the simple physiological value of each article served, the exact cost of the material used in its preparation, as well as the fuel needed in cooking it. The suggestion is made by Miss Salmon that experts be requested to experiment on a bill of fare for the lunches in this house at once, with the aim in view of obtaining the greatest amount of nourishment from a given amount of food material at the least expenditure of fuel, time and strength.

Cymrodorian Society.—Called after the famous London Society of that name. Composed of Welsh residents. Organized Oct. 23, 1890. Has no stated place of meeting. Officers: Samuel Job, President; W. E. Powell and D. I. Davies, Vice-presidents; Professor W. Apmadoc, Secretary; E. G. Lloyd, Recording Secretary; Evan Lloyd, Treasurer. The object of the society is to study Welsh literature and to encourage Keltic fellowship and scholarship.

Dania Society.—345 Milwaukee avenue. Regular meetings, first Saturdays and third Thursdays. President, H. Okenholdt; Vice-presidents, C. Mikkelsen, C. C. Hansen; Recording Secretary, J. Hansen.

Deutscher Krieger Verein.—Meets first and third Sundays, at 2 P. M., 45 North Clark street. President, F. Lindermann; treasurer, F. Zirzow; secretary, C. Kessler.

Garibaldi Legion.—Meets first Fridays, 169 Washington street. President, R. Puccini; treasurer, L. Arata; secretary, J. Ginochio, room 18, 95 Dearborn street.

German Mutual Benefit Association.—24, 206 La Salle street. President, M. G. Good; secretary, S. Wuest, treasurer, F. C. L. Muehike.

German Society of Chicago.—The German Society of Chicago (Deutsche Gesellschaft von Chicago, Ill.) was established in the month of May, 1854, under the name of Society for the Protection and Aid of German Immigrants (Huelfs-Verein fuer Deutsche Einwanderer), and owed its origin to the fact that both the vast increase and the growing importance of German immigration to this country called for some means of protection to those immigrants who were ignorant of our language and the peculiar conditions of this country, and who, on that account, might easily be taken advantage of by the dishonest and unscrupulous in our community. Its first president was George Bormann, and its secretary, George Hillgaertner, who was then and afterwards so favorably known as being among the editorial representatives of the German press of this country, one of the most earnest advocates of republican institutions. The society numbered 250 members during the first year of its existence, and was soon recognized by all the leading German citizens of Chicago as one of the most efficient benevolent institutions in the West. The annual reports of the society, always replete with interesting facts and just observations bearing upon the subject of immigration and general relief work, have been the means whereby the society has become known, not only in this country, but also in Germany, as one of the leading institutions of its kind. The society meets at 49 La Salle street. Officers: President, Max Eberhardt; vice-president, Dr. Theo. J. Bluthardt; secretary, Adolph Sturm; treasurer, C. L. Neihoff.

Girls' Friendly Society.—The Girls' Friendly Society has branches in every part of the city, and though it is non-sectarian its patronesses belong without exception to the Episcopalian Church. Thus there are in connection with every Episcopal Church in Chicago branch societies having reading rooms and rooms for mutual entertainment where working girls may meet several evenings in each week for mental and social recreation. At each of the following churches there are branches of this kind: The Cathedral, St. James, St. Clement's, Trinity, St. Mark's, St. Stephen's, Grace Episcopal Church, St. Thomas' Church of the Epiphany, Church of the Transfiguration, and Church of St. Philip, the Evangelist, at Brighton Park. The principal branch, however, which embraces more than three hundred girls, is that conducted by energetic women philanthropists on the North Side in connection with St. James' Episcopal Church.

Horticultural Society.—Incorporated in 1890. Officers: President, George Schneider; first vice-president, William H. Chadwick; second vice-president, F. C. Vierling; third vice-president, E. G. Uihlein; treasurer, A. L. Chetlain; secretary, J. D. Raynolds; assistant secretary, G. L. Grant. This society was organized for the purpose of giving exhibitions annually and encouraging horticulture in the vicinity of Chicago.

ILLINOIS HUMANE SOCIETY:—Chartered as Illinois Society for prevention of cruelty to animals by the Legislature of the State of Illinois, March 25, 1869. Prevention of cruelty to children was joined to its work and the name changed to Illinois Humane Society, July 5, 1877. This important and useful society is supported by voluntary contributions. Officers: John G. Shortall, president; George Schneider, treasurer. Office, Auditorium building, room 43, telephone No. 65. Directors and dates of election: George E.

Adams, 1876; J. McGregor Adams, 1889; Philip D. Armour, 1880; Mrs. F. H. Beckwith, 1880; Alson E. Clark, 1891; Belden F. Culver, 1869; John T. Dale, 1891; John C. Dore, 1869; Marshall Field, 1879; Henry L. Frank, 1880; John J. Glessner, 1884; Henry N. Hart, 1879; T. W. Harvey, 1880; Mrs. Wm. G. Hibbard, 1880; Thomas E. Hill, 1882; Albert W. Landon, 1869; Franklin MacVeagh, 1888; Wm. Penn Nixon, 1886; Ferd W. Peck, 1876; Mrs. Ferd W. Peck, 1878; George Schneider, 1883; John B. Sherman, 1869; John G. Shortall, 1869; Henry H. Shufeldt, 1882; Otho S. A. Sprague, 1891; Joseph Stockton, 1877; William H. Swift, 1891; David Swing, 1880; Mrs. Elia M. Walker, 1876; Moses D. Wells, 1882.

Legislature of 1885 authorized the payment of all fines paid in money imposed through its agency, into its treasury. The total receipts for the year ending April 30, 1891, with balance from preceding year were $9,199.51 and the expenses $7,301.41. The society is called on continually for a multitude of service outside its legitimate sphere, and is active in giving aid, either material or advisory, to all applicants. To illustrate in part the work of the socity, the following statistics show the summary for the year ending April 30, 1891:

Complaints and cases investigated, 3,787; children rescued and condition remedied, 1,315, Children placed in charitable institutions, 567; persons and teamsters reprimanded, 1,262; Horses laid up from work, as unfit for service, 167; disabled animals removed by ambulance, 133; incurable and abandoned animals shot, 500; persons prosecuted for cruelty to animals, 130; persons prosecuted for cruelty to children, 44; amount of fines imposed, $3,375.60.

In addition to this summary should be added that portion of work of the society through William Mitchell, state officer, at the stock yards, not included in the above, viz.:

Attention to and amelioration of condition, through watering, feeding, etc., of over 16,000 animals.

The society has erected in the neighborhood of thirty street fountains through the streets of the city for the supply of drinking water to persons and animals.

Complaints are received and examined, whether forwarded anonymously or not, but it requests always that the name of the complainant should be sent to it, for obvious reasons, and the name is never divulged if requested to be kept secret.

Contributions to this society's work may be sent to the president or treasurer or to any member of the board of directors.

Illinois Society, Sons of the American Revolution.—Composed of descendants of the soldiers of the Revolutionary War, and of other participants in that struggle. Officers—President, Henry M. Shepard; first vice-president, Willard T. Block; second vice-president, Fernando Jones; secretary, John D. Vandercook; treasurer, David W. Clark; registrar, E. A. Filkins; historian, John T. Long; chaplain, Charles Edward Cheney; board of managers, Frederick R. Southmayd, Richard Rohns, John C. Long, James Hyde, Chicago; Charles L. Alley, Rockford; James Montgomery, Peoria; Henry S. Boutelle, Chicago; Richard Dewey, Kankakee; John C. Polly, Horace G. Bird, Chicago; J. W. Vance, Springfield; Amory Bigelow, Hobart C. Taylor, Luther M. Shreve, Chicago. Delegate-at-large, Willis G. Jackson; delegates, Ed. A. Hill and F. C. Hale.

Illinois State Board of Agriculture.—President, La Fayette F. Shirley;

secretary, W. C. Garrad, Springfield; vice-president (first district), J. I. Pearce, Sherman House, Chicago; treasurer, J. W. Bunn, Springfield.

Irish Catholic Colonization Association.—Meets first Wednesday in May, and quarterly thereafter, at Grand Pacific; President, Rt. Rev. J. S. Spalding, Peoria; secretary and treasurer, N. J. Onahan, Chicago.

Irish National Burial Association.—A benevolent society. Officers: President, S. C. Buckley; vice-president, Daniel O'Connor; secretary, John Markey; treasurer, Dennis O'Connor; trustees, M. Fitzgerald, M. J. Kelly, M. Mulcahy, John Dowling, J. J. O'Connell.

Luxenburg Unterstuetzungs Verein.—Meets second Sundays at 376 W. Twelfth street.

Medical Societies.—CHICAGO ACADEMY OF HOMEOPATHIC PHYSICIANS AND SURGEONS — Meetings first Thursday evening of every month at Grand Pacific Hotel; CHICAGO DENTAL SOCIETY—Meets first Tuesdays at 45 Randolph street; CHICAGO ECLECTIC MEDICAL SOCIETY—Meets third Wednesday in each month at Grand Pacific Hotel; CHICAGO GYNECOLOGICAL SOCIETY—Meets at Grand Pacific Hotel third Friday evening of each month; CHICAGO MEDICAL PRESS ASSOCIATION—Meets at 7 and 9 Jackson; CHICAGO MEDICAL SOCIETY—Meets on the first and third Monday of each month at Grand Pacific Hotel; CHICAGO PATHOLOGICAL SOCIETY—Meets second Monday of each month at Warren and Ashland aves.; CLINICAL SOCIETY OF THE HAHNEMANN'S HOSPITAL—Meets at the Grand Pacific Hotel first Saturdays; ILLINOIS STATE BOARD OF DENTAL EXAMINERS—12, 103 State; ILLINOIS STATE BOARD OF HEALTH—Meets quarterly at Chicago and Springfield; ILLINOIS STATE BOARD OF PHARMACY (For the examination and registration of druggists); ILLINOIS STATE DENTAL SOCIETY—Next annual meeting second Tuesday in May, 1892, at Bloomington; ILLINOIS STATE ECLECTIC MEDICAL SOCIETY; ILLINOIS STATE MEDICAL SOCIETY—Next meeting second Tuesday in May, 1892; POST-GRADUATE POLICLINIC OF ECLECTIC MEDICINE AND SURGERY—Ada, nw. cor. Fulton; WOMEN'S HOMEOPATHIC MEDICAL SOCIETY—Meets second Mondays at 8 P. M., Sherman House; WOMEN'S PHYSIOLOGICAL INSTITUTE—Meets first and third Mondays (October to April, inclusive) at 3 P. M., at Michigan ave., sw. cor. Van Buren.

Moral Educational Society.—A society for the advancement of moral education. Officers: President, Hennillo K. Morris, M. D.; vice-president, Mrs. Hattie Davis; secretary and treasurer, Laura L. Randolph, M. D.; executive committee, Mrs. A. J. Darling and Mrs. H. C. Garner.

Naval Veteran's Association.—Officers: Captain, D. B. Hubbard; commander, John C. Richberg; lieut. commander, W. L. Orr; lieutenant, J. L. Gooding; chaplain, W. L. Baldwin; surgeon, S. J. Jones, M. D.; paymaster, R. N. Hopkins; srecetary, Jhon J .R yan;quartermaster. Jas. F. Egan.

Northwestern Association of Horse Breeders.—Officers: President, John L. Mitchell, Milwaukee; vice-presidents, Jackson I. Case, Wisconsin; S. A. Browne, Michigan; W. P. Ijams, Indiana; A. W. Dennison, Kansas; J. D. Creighton, Nebraska; George Sherwood, Minnesota; Judge Walter I. Hayes, Iowa; Ed Martin, Missouri; W. A. Sanborn, Illinois; W. H. Raymond, Montana; Bradford Dubois, Colorado: C. F. Emery, Ohio; A. C. Beckwith, Wyoming. Treasurer, H. D. McKinney, Janesville, Wis.; secretary, Robert Allen, Joliet, Ill.

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[See "Banks, State and Private."]

Northwestern Traveling Men's Associasion.—The largest organization of commercial travelers in the world. Officers: President, George J. Reed, Chicago; vice-presidents—Illinois, Samuel Baker; Iowa, Frederick Field; Minnesota, Cyrus Beall; Wisconsin, J. W. Ellsworth; Indiana, W. S. McMillan; Missouri, W. H. Cleland; Michigan, P. H. Carroll; Kentucky, Nathan Uri; Kansas, D. E. Good; New York, S. F. Paul; Colorado, W. W. Palmer; Nebraska, James McCord; North Dakota, W. S. Stockdale; South Dakota, J. W. Sheldon; California, James Balfour; Montana, J. C. Maslin; Oregon, S. J. Freedman; Washington, W. W. Powell; Utah, George T. Odell; New Jersey, E. C. Woodward; Texas, A. D. Bradshaw; Ohio, Eric Schulen. Secretary and treasurer, C. H. Hinman, Chicago; Directors for two years, F. C. Etheridge, T. J. Garrigan, W. H. Cribben, Conrad Witkowsky, Edward Doyle.

Ogontz Association.—Founded by the Chicago Alumnæ of the Ogontz School in 1891, who conceived the idea, in the name of their alma mater, of a lunch room for self-supporting women. The following plan was adopted: each active member subscribed $10 in annual dues, and each associate member subscribed $15, while many added their gifts of furniture, table furnishings and books. In addition friends and well-wishers added greatly to their contributions by placing their names upon the guarantee fund. In February, 1891, all arrangements were finally completed. Two sunny rooms were selected on the thirteenth floor of the new Pontiac building, which stands in the midst of the printing district, on the corner of Dearborn and Harrison streets. One room was tastefully fitted for a reading and reception room, and provided with an excellent assortment of books, magazines and games; also tables, comfortable chairs and a piano. Over this room three or more members of the Ogontz Association preside daily; one to attend to the books, which may be taken from the library if returned within two weeks, and one to act as cashier. Others play, sing, or assist in making the lunch hour pleasant, and become acquainted with the members of the Lunch Club.

A monthly payment of 10 cents entitles any wage-earning girl or woman to full membership, and enables her to obtain a wholesome lunch at small expense. Tea, coffee or milk is sold for 2 cents, home-made sandwiches or rolls or cake for 5 cents. During the summer ice cream and iced tea are served, and through the winter hot bouillon is furnished.

The light and pleasant lunch-room, which opens from the reading room, is well supplied with neat tables and chairs, muslin curtains and a cupboard for china. At one end stands the lunch-counter, behind which gleam tea and coffee urns. Here each member receives from the matron, assisted by one of the members of the Ogontz Association, her order, accompanied by a check, and is at liberty to seat herself at any table. Many prefer to bring their own luncheon, and desire only a cup of tea or coffee.

From 12 to 2 o'clock daily, excepting Sunday, the rooms are filled, the membership having reached 200, with an average attendance of 100. Officers: Miss Bonnie Withrow, president; Mrs. Louis Laflin, first vice-president; Miss Belle Hughitt, second vice-president; Miss Maud Towle, recording secretary; Miss Katharine Porter, corresponding secretary; Miss Mabel M. Pope, treasurer.

Personal Rights League.—Executive Committee: Matt Benner, James A. Brucker, F. V. Buschick, W. H. Dyrenforth, A. J. Doyle, Jacob Heissler, Francis A. Hoffmann, Jr., Dr. T. N. Jamieson, Dr. G. T. Lydston, Jacob

Mauz, Theodore Oehne, Col. Francis W. Parker, C. Herman Plautz, F. H. Rohde, Græme Stewart, Frank A. Stauber, Henry Steinbock, John G. Schaar, James Sullivan, George A. Weiss, Charles H. Wacker.

Philosophical Society of Chicago.—Organized shortly after the great fire. Rev. Dr H. W. Thomas, then pastor of the First M. E. Church, being one of its most active promoters. Dr. Thomas drew into council with himself a few of like spirit, and a preliminary meeting was held September 8, 1873, at which a committee on organization was appointed, consisting of Messrs. Dr. H. W. Thomas, A. B. Keith, Dr. T. A. Bland, E. F. Abbott and T. B. Taylor. The next meeting was held September 16th, and the final organization was effected October 11th, in the rooms of the First M. E. church; and there the society held its meetings for awhile. The course of lectures was begun, even before the constitution was adopted, with a lecture by Col. A. N. Waterman, September 23d, on the influence of Modern Philanthrophy upon Law. At the same time, the plan was adopted of criticising each lecture, members of the society offering comments in brief speeches. From the first the society insisted upon perfect freedom of utterance in its lectures and discussions. Its constitution was the simplest possible form of organization, the preamble to which was as follows: "Being profoundly impressed with the unity of Truth in its origin, and of its infinite value to man, and being equally impressed with the blinding effects upon the human mind of ignorance, prejudice and superstition, it has seemed desirable to us (believing the time for such a movement has arrived) to seek the organization of a society, whose sole motto shall be 'What is truth?' whose members, regardless of past association preconceived opinions or expressed convictions, shall, in a spirit of simplicity and candor, associate for the investigation of questions that are peculiar to our time, pertaining to human welfare." The membership of the society has varied between 100 and 400. Among its presidents have been Rev. Joseph Haven, D. D., Dr. H. W. Thomas, Judge Henry Broth, Gen. N. B. Buford, Dr. Samuel Willard, Dr. Edmund Andrews, Prof. Rodney Welch.

Platt Deutsch Verein meets Thursdays at Uhlich's Hall. President, C. Jansen; treasurer, A. Boenert; financial secretary, Geo. B. Tiarks; recording secretary, H. Richter.

Reform Societies.—CITIZENS' ASSOCIATION OF CHICAGO, 94 La Salle st. President, J. J. Glessner; vice-president, J. H. Bradley; secretary, J. C. Ambler. CITIZENS' LEAGUE OF CHICAGO, Room 31–32, 116 La Salle st. An association of citizens of Chicago, acting under a special charter, for the purpose of enforcing the laws prohibiting the sale of liquor to minors and drunkards. Officers: President, Israel N. Rumsey; first vice-president, C. M. Howe; 50 honorary vice-presidents; fifteen members of executive committee. E. D. Redington, recording secretary; A. L. Coe, treasurer; H J. Hayward, general agent; C M. Albenson, assistant general agent; C. C. Bonney, general counsel; Gen. I. N. Stiles and Thomas Dent, special counsel. During the year 1891 787 cases against saloon-keepers were prosecuted. Charges were preferred against 1,306 persons. Of these 485 were for selling liquor to minors, and 735 for selling liquor to drunkards and 83 for keeping disreputable houses. Five hundred and ninety-four were fined in the justice courts and ninety-three held to the criminal court. The city received $11,566.10 through fines. The expenses of the league for the last year have been $7,331.69. CIVIL SERVICE REFORM LEAGUE, 107 Dearborn st. President, J. H. Norton; secretary, F. H. Scott. ILLINOIS TARIFF REFORM LEAGUE, 116–118 Dearborn st. President, Franklin MacVeagh; secretary, C. B. Pfahler. INTERNATIONAL LAW AND ORDER LEAGUE, 114 La Salle st. President, C. C. Bonney. REVENUE REFORM LEAGUE OF COOK COUNTY., 92 La Salle st. President, J. S. Lombard; treasurer, W. A. Bond; secretary, J. C. Ambler. WESTERN SOCIETY FOR THE SUPPRESSION OF VICE, 10 Arcade Court. President, H. D. Penfield; secretary, W. W. Van Arsdale

Ridgeway Ornithological Club.—131 Wabash ave. Officers: President, G. F. Morcom; secretary and treasurer, Henry K. Coale.

Secret Societies.—Every secret order is represented in Chicago, nearly all of the societies being in a flourishing condition. Visiting members of secret societies will consult the city directory for location of lodges, names of officers, etc.

Singing Societies.—There are a number of large singing societies, "Sænger Bunds," etc., in the city. Visitors will consult the city directory for location of meeting places, names of officers, etc.

Societa Christoforo Colombo.—Meets 4th Sundays, 2 P. M., at 82 W. Madison st.; president, G. B. Giannini; vice-president, B. Basso; secretary, T. Dani; treasurer, C. Ginocchio.

Societa Francaise De Secours Mutual.—Meets 1st Fridays, 25 Blue Island ave. President, Eugene La Pointe; secretary, Joseph Bourgean; treasurer, J. Chalifoux.

Societa Italiana Unione e Fratellanza.—Meets 1st Sundays, 112 Randolph st. President, A. Arata, 664 W. Harrison st.; secretary, G. Segale.

Society for Ethical Cutlure. 45 Randolph st., 2d floor; lectures every Sunday, 11 A. M., at Grand Opera House.

Soldiers' Home Association.—Officers: President, Mrs. Margaret Vierling; first vice-president, Mrs. S. J. Wardner; second vice-president, Maria Cluet; recording secretary, Mrs. Mary Haynes; corresponding secretary, Mrs. M. M. Kyle; treasurer, Mrs. Carrie Tebbetts; directors: Mrs. Margaret Vierling, Mrs Juliette Sine, Mrs. Mary Thiell, Mrs. Maria Cluet, Mrs. Ellen Bridges, Mrs. D. A. Leaverton, Mrs. Sophia A. Lincott, Mrs. Mary Bourman, Mrs. Carrie Tebbetts, Mrs. Elizabeth Aubrey, Mrs. Mary Strang, Mrs. S. J. Wardner, Mrs. Lorraine Pitkin, Mrs. Mary Haynes, and Miss Jennie Bross.

South End Flower Mission.—Is not a denominational society. Meets each Tuesday at 9 A. M. in the parlors of Memorial Baptist Church, Oakwood boulevard, and carries flowers to every hospital and charitable institution south of Twenty-second street. The report for the last year shows that 16,437 bunches of flowers and 1,293 books and other reading matter were distributed. Officers. President, Mrs. C. W. Beeman; vice-presidents, Mrs. A. Tuttle and Mrs. Alvah Perry; treasurer, Mrs. William A. Comstock; secretary, Mrs. H. S. Tiffany, No. 3742 Ellis avenue.

St. Andrew's Society.—Organized under the name of the Illinois St. Andrews' Society, January 26, 1846. A constitution and the code of by-laws were adopted in 1850, and revised and amended in 1858, and again in 1872, after the great fire of October, 1871. The society was incorporated by special act of the legislature of Illinois in February, 1853. Since the first organization in 1846, the society has never failed to hold its regular anniversary meeting on St. Andrew's day. From a weakly child the society has grown into a strong and stalwart man. Members in large numbers have flocked to its standard, and its position has now become so well assured and permanent that no worthy applicant for its bounty is ever turned away with empty hands. But not alone on the living are its benefits conferred. In the cemetery at Rose Hill, the society since 1858 has owned a burial place, where the friendless and destitute Scotchman dying in a foreign land amongst strangers is tenderly cared for, and his ashes repose in peace in the grounds and under the shadow of the monument of this most excellent charity, with a stone marked to indicate the spot where he sleeps. The means of the society are derived from the annual subscriptions of the members ($3.00), the fees on initiation ($2.00) and the profits derived from the anniversary dinners on St. Andrews day, and the annual balls given by the society for the benefit of the ladies, as they are not admitted to the annual dinners. Meets first Thursday in February, May, August and November at Sherman House. President, A. C. Cameron; treasurer, Duncan Cameron; secretary, Jas. Duncan.

St. Vincent De Paul Societies.—There is a St. Vincent De Paul society in every Catholic parish in the city. Visitors will consult the city directory for location, names of officers, etc.

State Microscopical Society.—Meets second Friday (except June to September inclusive) at 184 Wabash ave. President, Plymmon S. Hayes, M. D.; secretary, Howard N. Lyon, M. D.; treasurer, W. H. Summers.

State Council Catholic Benevolent Legion.—The Legion has three thousand members in Illinois and is in a prosperous condition. The State Council numbers forty members. Officers: President, M. J. Keane; vice-president, William Rogan; orator, E. J. Walsh; secretary, J. J. O'Donnell; treasurer, A Schneider; marshal, James M. Doyle; guard, Myles O'Kelly.

Temperance Societies.—There are lodges of the Good Templar and Sons of Temperance orders scattered throughout the city. Visiting members will consult the city directory for location, names of officers, etc.

Turners' Societies.—There are a number of Turners' societies in the city, all of which are in a flourishing condition. A new North Side Turner Hall is shortly to be erected. A new hall for the National Turnverein is to be erected at the corner of Laflin and Eleventh sts. Visiting Turners will consult the city directory for location of Turner halls, names of officers, etc.

Typothetæ, The.—A society of master printers. Officers: Charles E. Leonard, president; P. F. Pettibone and Fred Barnard, vice-presidents; Thomas Knapp, secretary; Franz Gindele, treasurer; executive committee, C. H. Blakely, chairman, A. McNally, R. R. Donnelley, William Johnson and W. P. Dunn.

Union Veteran League.—Officers: Jacob Gross, president; W. A. Hutchins, first vice-president; W. T. Ball, second vice-president; William H. King, treasurer; E. J. Burkert, recording secretary; Samuel Kerr, cor-

Unione e Fratellanza.—An Italian society, and the oldest in Chicago. Its officers are: Angelo Arata, president; Luigi Pinocci, vice-president; Angelo Bacigalupo, treasurer; Giuseppe Segale, Giovanni B. Giannini, financial and recording secretaries.

responding secretary; Rt. Rev. Samuel Fallows, chaplain; Charles F. Small, commissary; Joseph Harvey, marshal; Thomas A. Parker, quartermaster; G. Frank White, judge advocate; Alfred C. Cotton, surgeon; Frank S. Allen, M. V. Zimmerman and Charles E. Elbby, directors.

Union Veteran Legion, No. 102.—Officers: Colonel, J. W. Hersey; lieutenant-colonel, John W. Thompson; major, Peter Adler; officer of the day, Patrick McGrath; surgeon, Gen. George Heinzmann; adjutant, N. A. Reed. The League is composed entirely of veterans who served two continuous years. None are admitted on hospital or quartermaster records unless they received wounds in action and were enlisted prior to July 1, 1863.

United Commercial Travelers of America.— Commonly known as the "U. C. T." A secret organization composed of commercial travelers only; with means of instant recognition at all times, members are enabled to aid each other in many ways as fellow-travelers. As the constitution says of its objects: "To unite fraternally all Commercial Travelers of good moral character. To give all moral and material aid in its power to its members and those dependant upon them. Also to assist the widows and orphans of deceased members. To establish an indemnity fund to 'Indemnify its members for total disability or death resulting from accidental means. To secure from all transportation companies and hotels just and equitable favors for Commercial Travelers as a class. To elevate the moral and social standing of its members. The constitution also reads, referring to membership: "Any male person of good moral character, engaged as a Commercial Traveler (for a term of not less than one year), soliciting orders from samples, catalogue card, price-list, or description, for commission, wholesale house, or manufacturer at wholesale, may become a member (if found acceptable) upon application in due form, and the payment of an application fee of five dollars, and the quarterly dues of the Council." "Chicago Council" is the name of the body in our city. The order has paid "its members and those dependent upon them" over eleven thousand dollars in the past four years of its exist ence, for injury received or death. Information can be obtained by addressing Mr. Nate L. Maher, 7013 Yale st., Chicago.

Western Amateur Press Association. An association of young journalists. Officers: President, Miss Alice Fitzgerald; vice-president, Theodore B. Thiele; secretary, Alfred J. Robinson; treasurer, Miss Marion Skinner; official editor, J. Herbert Phillips.

Western Society of the Army of The Potomac.—Officers: President, Col. Freeman Connor; vice-presidents, Capt. John F. Weare, Col. E. R. P. Shurly and Capt. John Lambert, of Joliet; secretary, Capt. Richard Robins; recorder, Capt. William Bye; treasurer, Colonel A. J. Burbank; chaplain, Rev. William White Wilson; surgeon, Dr. J. Vrey.

Women's Press Association.—Officers: President, Mary Allen West; first vice-president, Mrs. Mary Dye; second vice-president, Mrs. Sallie M. Moses; third vice-president, Miss Anna R. Weeks; recording secretary Mrs. L. Chamberlain Madden; assistant recording secretary, Mrs. Eva Kinney Griffith; corresponding secretary, Emily A. Kellogg; assistant corresponding secretary, Mrs. E. J. Abbott; treasurer, Mrs. F. E. Owens; librarian, Miss Dusenberry.

Woman's Alliance.—Composed of representatives from the various women's societies of the city. Meets at the Palmer House on the first Friday of every month.

Woman's Exchange.—A semi-charter organization for the promotion of the interests of working women. At the last regular meeting of the Exchange Mrs. J. S. McAuley reported that the Exchange had just closed the most successful year of its existence, speaking from a philanthropic point, but not from a financial one. By close economy the Exchange had been able to make both ends meet and leave the reserve fund intact. During the year $36,000 has been paid to self-supporting women, being nearly $16,000 more than the amount paid out last year. The number of depositors is now 500, having increased 117 during the year. The art committee reported receiving from sales during the year $2,558.04; embroidery committee, $1,527.99; sewing committee, $1,191.13; crochet committee, $1,266.02; domestic committee, $13, 719.20. Only 10 per cent. of the amount received from sales is kept by the Exchange to pay expenses. The rest is paid to the consignors. Officers: President, Mrs. A. A. Carpenter; first vice-president, Mrs. J. B. Lyon; second vice-president, Mrs. S. R. Howell; third vice-president, Mrs. O. Guthrie; recording secretary, Mrs. J. T. McAuley; corresponding secretaries, Mrs. S.G. Field and Mrs. T. F. Withrow.

STATE INSTITUTIONS.

A large number of public institutions in Illinois, including prisons, reformatories, hospitals, asylums, etc., are conducted under the supervision, and maintained at the expense, of the State. They are as follows:

Illinois Asylum for Feeble-Minded Children.—Located at Lincoln, 156 miles south of Chicago. Take Illinois Central or Chicago & Alton railroad. Average daily attendance of inmates about 375. Average age of inmates about 15 years. Annual expenses about $75,000.

Illinois Central Hospital for the Insane.—Located at Jacksonville, 215 miles south of Chicago. Take Chicago & Alton railroad. Average number of patients about 925. Annual cost of maintenance, $150,000.

Illinois Charitable Eye and Ear Infirmary.—Located in Chicago, nw. cor. of Adams and Peoria sts.; take Adams st. car. A handsome structure. The average number of patients per annum treated for diseases of the eye is about 4,000; for the ear about 1,100. Over 50,000 patients have been treated since the opening of the institution in 1858. The expenses per annum are about $30,000.

Illinois Eastern Hospital for the Insane.—Located at Kankakee, 56 miles south of Chicago. Take the Illinois Central railroad. Average number of patients about 1,500. Ordinary expenses per annum about $250,000.

Illinois Institution for the Education of the Blind.—Located at Jacksonville, 215 miles south of Chicago. Take Chicago & Alton railroad. Average number enrolled about 215, of whom about one-third are females. Annual appropriation for maintenance about $120,000.

Illinois Institution for the Education of the Deaf and Dumb.—Located at Jacksonville, 215 miles south of Chicago. Take Chicago & Alton railroad. Average number of people on the rolls about 600. Ordinary expenses per annum about $125,000.

Illinois Northern Hospital for the Insane.—Located at Elgin, 42½ miles from Chicago. Take Chicago & North-Western or Chicago, Milwaukee & St. Paul railroad. The number of patients averages nearly 600. The *per capita* cost of maintenance is about $169. The buildings are large and are being constantly improved.

Illinois Soldiers' Orphans' Home.—Located at Normal, 124 miles southwest of Chicago. Take Chicago & Alton railroad. The average number of inmates is about 210 males and 150 females. Annual expenses, about $50,000. This is an educational institution as well as a home for the orphans of Illinois soldiers. Every branch of English common-school education is taught.

Illinois Soldiers' and Sailors' Home.—Located at Quincy, 264 miles southwest of Chicago. Take Chicago, Burlington & Quincy railroad. Conducted on the cottage plan. Average number of inmates, about 750. Cost of maintenance, about $175 *per capita*. Ordinary expenses, about $100,000 per annum.

Illinois Southern Hospital for the Insane.—Located at Anna, 329 miles southwest of. Chicago. Take Illinois Central railroad. The average number of patients in the institution is about 675. The cost of maintenance *per capita* is $162. The annual appropriation for maintenance and improvements is about $125,000

Illinois Southern Penitentairy.—Located at Chester, near St. Louis. Take Illinois Central railroad. Average number of prisoners, about 800. Here the convicts are employed, as at Joliet, in all trades, under the contract system. There are extensive brick yards in the prison. The prison is almost self-sustaining, the average appropriation to meet the deficit being about $50,000.

Illinois State Penitentiary.—Located at Joliet, 37 miles south of Chicago. Take Chicago & Alton; Chicago, Rock Island & Pacific or Michigan Central railroad. Average number of prisoners, 1,400. The prison, through a system of convict contract labor, is almost self-sustaining. The prison itself is built after the manner of American penal institutions generally, although many of the latest improvements have been adopted in the plans of the cell buildings, work shops, etc. From the report of the chaplain for an average year the following interesting facts are obtained: Whole number received during the two years covered by the biennial report, 1,206. Of this number, 843 were not members of any church at the time of their conviction. Of the 363 remaining, 229 were Catholic, 8 Baptist, 4 Christian, 1 Church of England, 2 Congregationalist, 25 Episcopal, 1 Greek, 3 Jewish, 52 Lutheran, 25 Methodist, 8 Presbyterian, 1 Protestant, 2 Reform, 1 Dunkard and 1 United Brethren. One thousand and ten had attended Sabbath-school; many, of course, only for a brief period and in very early youth, while 196 never had any religious training. The educational records show 108 illiterate, 104 read only, 566 read and write, 338 common-school education and 90 high school. Their habits of life were: Intemperate, 338; moderate drinkers, 545; abstinent, 323. The social record is as follows: Both parents living, 408; both parents dead, 326; father dead, 303; mother dead, 154; unknown, 15; 241 lost father before 10 years of age; 188 lost father between 10 and 18 years; 154 lost mother before 10 years of age; 140 lost mother between 10 and 18 years; 80 left home under 10 years of age; 273 left home between 10 and 15. The prison has a Sabbath-school, with an enrollment of over 1,000 members; there are Sabbath-afternoon prayer meetings, and there is a library containing about 12,000 volumes. Stone-cutting, barrel-making, harness-making, tailoring, shoe-making, and, in fact, nearly all trades are carried on inside the walls. Visitors are admitted under certain restrictions.

Illinois State Reform School.—Located at Pontiac, 92 miles southwest of Chicago. Take Illinois Central, Chicago & Alton or Wabash railroads. Average number of inmates, about 325. Cost of maintenance, about $50,000 per annum. The manual training system is in operation here. The inmates are boys sent by the courts generally on complaint of parents who can not control them.

TRIBUTARY CITIES AND TOWNS.

The following are the principal cities and towns of the West, Southwest and Northwest, tributary to Chicago, with their distances from this city, the railroad lines by which they may be reached and their respective populations according to the census of 1890:

Cincinnati.—The largest and most important city in Ohio; county seat of Hamilton Co.; extends along the river a distance of 10 miles; average width, 3 miles; area, 24 square miles. Free public library contains 137,972 volumes and 15,565 pamphlets; reached by Baltimore & Ohio, Cleveland, Cincinnati, Chicago & St. Louis and Chicago & Erie. Population (1890), 296,309.

Cleveland.—The county seat of Cuyahoga, Ohio; on the southern shore of Lake Erie, 365 miles east of Chicago. A beautiful and prosperous city, with great commercial interests. One of the finest avenues in the world—Euclid—may be seen here. In Lake View Cemetery the body of the late President Garfield is interred. A monument costing $250,000 has been erected to his memory. Reached by Lake Shore & Michigan Southern, Cleveland, Cincinnati, Chicago & St. Louis and Chicago & Erie railroads. Population (1890), 261,546.

Columbus.—Situated on the Sciota river, 116 miles northeast of Cincinnati. County seat of Franklin and capital of Ohio. Has large coal, iron manufacturing and general commercial interests. Beautifully situated, well, laid out and handsomely built. Reached by Baltimore & Ohio, Cleveland, Columbus, Cincinnati & Indianapolis and Chicago, St. Louis & Pittsburg railroads. Population (1890), 90,000.

Council Bluffs.—Situated on the left bank of the Missouri river, in Iowa, opposite Omaha, in Nebraska; on the line of the great continental railway from Chicago to San Francisco; about a mile east of Omaha. Two of the finest iron bridges in the country span the Missouri river. Reached by the Chicago & North-Western, Chicago, Rock Island & Pacific, Chicago, Burlington & Quincy and Chicago, Milwaukee & St. Paul railroads. Population (1890), 18,063.

Des Moines.—Capital of Iowa; county seat of Polk county; 138 miles east of Omaha; 357 miles west of Chicago; comprises an area of 8 square miles; nearly equally divided by the Des Moines river, flowing north and south; the west side being again divided by the Racoon river, which here joins the former. On the east side is erected the State capitol on an elevated site, surrounded by a 10-acre park. State library contains 30,000 volumes. Reached by Chicago & North-Western, Chicago, Burlington & Quincy, Chicago, Rock Island & Pacific, Chicago, St. Paul & Kansas City and Wabash railroads. Population (1890), 50 000.

[Engraved for The Standard Guide Company.]

THE KEELEY INSTITUTE—INTERIOR OF BUSINESS OFFICE.

[See "Keeley Institute."]

Detroit.—Principal city of the State of Michigan; county seat of Wayne county. Detroit stretches along the Detroit river six and one-half miles, reaching back two and three-fourths miles. On the opposite shore is Windsor, Canada. Detroit is one of the most beautiful and most prosperous cities in the West. It has immense manufacturing and railroad interests. Reached by Michigan Central, Chicago & Grand Trunk, Lake Shore & Michigan Southern and Wabash railroads. Population (1890), 205,669.

At Detroit is located Victor Colliau's new improved Hot Blast Cupola works, situated at 287 Jefferson ave. The improvements made by Victor Colliau have overcome the difficulties which stood in the way of those engaged in melting iron a few years since. The melting of twenty-five tons at one heat and at a rate greater than three or four tons an hour was unknown, and the melting of three or four pounds of iron with one pound of coke was considered a very satisfactory result. Large castings could not be made and it was considered a great foundry that melted five to six tons a day. The New Improved Patented Hot Blast Cupola has surmounted all difficulties, and Victor Colliau is now melting from sixty to one hundred and ten tons a day, in some of them at a speed of fifteen to twenty tons an hour, and ten to thirteen pounds of iron to the pound of coke. This is a wonderful advancement, but Mr. Colliau is now building and will be prepared to show the visitor to Detroit during 1892 a cupola that will melt twenty-five tons per hour. Correspondence is solicited for plans of foundries and the economical working of cupolas, the saving of fuel in melting iron and steel and in the production of steam. Those visiting Detroit who are interested in the iron and steel melting business should see the works of Victor Colliau.

Galena.—County seat of Jo Daviess county, Ill.; 180 miles west northwest of Chicago. It is the commercial depot of an extensive district; owes its prosperity to the species of lead from which it takes its name, and the mines of which surround it, underlying, more or less densely, an area of over 1,500,000 acres. In 1829 the first load was conveyed overland to Chicago. Galena was for many years the home of Gen. U. S. Grant. Here he worked in his father's tannery and leather store when he offered his services to the country at the outbreak of the rebellion. His old home still stands, and the citizens of Galena have erected a handsome monument to his memory. Reached by Chicago & North-Western and Illinois Central railroads. Population (1890), 6,403.

Galesburg.—County seat of Knox county, Ill.; 163 miles west southwest of Chicago, at the junction of branches of the C., B. & Q. R. R., in a very fertile farming district. Knox College and Lombard College are situated here. Reached by Chicago, Burlington & Quincy railroad. Population (1890), 15,212.

Indianapolis.—Capital of Indiana; 194 miles southeast of Chicago; altitude, 148 feet above Lake Erie. It extends four miles in length, three miles wide. Public library contains 36,461 volumes. Marion county Court House is in the heart of the city; built of Indiana limestone, interior of iron and marble; is 150x286 feet, and 240 feet to the top of dome. Magnificent new State capitol building also here. Reached by Cleveland, Cincinnati, Chicago & St. Louis ("Big Four"); Chicago & Erie, and Louisville, New Albany & Chicago railroads. Population (1890), 125,000.

Jackson.—Chief city of Jackson county, Mich.; situated on the Grand river, seventy five miles west of Detroit; reached by Chicago & Grand Trunk and Michigan Central railroads. Population (1890), 16,105.

Jacksonville.—Chief city of Morgan county, Ill.; about 200 miles south southwest of Chicago. Public buildings include State institutes for the blind, the deaf and dumb. Reached by Chicago & Alton and Wabash railroads. Population (1890), 12,357.

Kansas City.—Second city of the State of Missouri; situated in Jackson county, on the right bank of the Missouri river, 235 miles west by north from St. Louis; 488 miles southwest of Chicago. The river is crossed at this point by a bridge 1,387 feet long, resting on seven piers. Is a great railroad, cattle and commercial center. Was laid out in 1830, but its growth dates from 1860. Reached by Atchison, Topeka & Santa Fe, Chicago & Alton, Chicago, Burlington & Quincy, Chicago, Milwaukee & St. Paul, Wabash & Chicago, Rock Island & Pacific railroads. Population (1860), 4,418; (1890) 105,000.

Keokuk.—Chief city, Lee county, Ia., situated on the west bank of the Mississippi, in the extreme southeast corner of the State (whence its name "Gate City"). A canal, nine miles long, round the lower rapids of the Mississippi, which formerly obstructed navigation, has been constructed by the United States government, at a cost of $8,000,000. Is a port of entry, reached by the Chicago, Burlington & Quincy and Chicago, Rock Island & Pacific railroads. Population (1890), 14,075.

Leavenworth.—Largest city in Kansas. Situated on the bluff at the right bank of the Missouri river. In 1854 the first street was laid out; in 1864 the taxable property amounted to $4,103,562. Two miles above the city is Fort Leavenworth. The government reservation has a river frontage of six miles; depth, one mile; reached by Atchison, Topeka & Santa Fe and Chicago, Rock Island & Pacific railroads.

Lincoln.—County seat of Lancaster county, and capital of Nebraska. State University, State Prison, Insane Asylum and Home for the Friendless are all situated here; reached by the Chicago, Burlington & Quincy rairoad.

Louisville—The most important city in the State of Kentucky; situated on the south bank of the Ohio river, 323 miles east of south of Chicago. The city has an area of thirteen square miles, and a water front of eight miles. It is a handsomely built city, and the most northern of the southern group. The city has large steamboat, manufacturing and commercial interests. Reached by Pittsburg, Cincinnati, Chicago & St. Louis and Louisville, New Albany & Chicago ("Monon route") railroads. Population (1890), 185,756.

Milwaukee.—The largest city in the State of Wisconsin; situated on the shore of Lake Michigan, eighty-five miles north of Chicago. The Milwaukee and Menomonee rivers unite in the center of the business portion of the city. A bay six miles from cape to cape, and three miles broad stretches in front of the city, which commands a fine water view. The material used for building is largely the cream-colored brick made in the vicinity, from which Milwaukee is sometimes called the "Cream City." Population (1890), 204,150. Among other things for which Milwaukee is noted are her immense breweries, which find a market for their product in every part of the world. The city is beautifully built, and the visitor will enjoy a trip up there. Reached by the Chicago & North-Western, Chicago, Milwakee & St. Paul and Wisconsin Central railroads, the time necessary being only three hours.

THE PLANKINTON.—The "Cream City," as it has been named, is noted for its large number of German residents, its immense breweries and the Plankinton House. The Plankinton, a model hotel, is centrally located on Grand avenue, occupying almost an entire block and contains about 450 rooms. The floor of the large office is now being relaid with marble. The reading room is very commodious and contains many handsome works of art in the way of pictures, etc. The billiard room is being refitted and when the alterations and furnishings are completed will be very attractive. Ten fine tables of the Brunswick-Balke-Collender company's manufacture will be placed in this room. Manager Chase always keeps a sharp lookout for the comfort and entertainment of the guests, and that his efforts are successful is shown by the large list of daily arrivals at all seasons of the year. During the past three months Mr. Chase has purchased over twelve hundred choice etchings and engravings, all of which have been very tastily framed, and he is now busily engaged in having them placed in the public and guest rooms throughout the hotel. The idea is a good one and will be appreciated by the patrons of the Plankinton. This hotel is noted for its excellent cuisine, for which it deserves a great deal of praise, also for the prompt service in the dining room.

THE PHENIX LUMBER COMPANY.—The Phenix Lumber Company commenced business as a firm under this name in 1884, and incorporated three years ago. In its infancy it occupied a yard 50x150 feet, was enlarged to 100x325 feet, again to 150x325 feet, and again to 200x325 feet, and this year again enlarged, until now it leases 122,000 square feet, giving it excellent dock and rail facilities. The growth of its yard represents the growth of the hardwood lumber business during the last eight years. They do business in Wisconsin, Illinois, Iowa, Nebraska, Ohio, Indiana, Tennessee, Missouri and Mississippi.

It handles about twenty different kinds of lumber, and does the largest wholesale hardwood business in Milwaukee. The officers of the company are F. H. White, president; Geo. C. White, Jr., secretary and treasurer. Location of offices and yards, North Canal street, foot of Seventeenth street.

Minneapolis.—The county seat of Hennepin county, Minn., situated on both banks of the Mississippi, at the falls of St. Anthony, 420 miles northwest of Chicago. The east side was settled first under the name of St. Anthony, which was incorporated as a city in 1860. The west side settlement, named Minneapolis, incorporated as a city in 1867. In 1872 both were united under the name of Minneapolis. The falls supply abundant water power for a number of flour and lumber mills. Minneapolis is one of the most beautiful and prosperous cities in the Northwest. It is magnificently laid out and built in a substantial and tasteful manner. Of later years its growth, population and commerce have been phenomenal. Reached by Chicago & North-Western; Chicago, Milwaukee & St. Paul; Chicago, St. Paul & Kansas City; Chicago, St. Paul & Minneapolis and Wisconsin Central railroads. Population (1890), 164,780.

Omaha.—Largest city in the State of Nebraska, situated on the west bank of the Missouri river, 490 miles west of Chicago. Omaha is practically the Eastern terminus of the Union Pacific railway system; here are located the largest smelting and refining works in the world. The city has immense cattle, lumber, manufacturing and commercial interests. It has grown wonderfully during recent years. Reached by Chicago & North-Western; Chicago, Milwaukee & St. Paul; Chicago, Rock Island & Pacific and Chicago, Burlington & Quincy railroads. Population (1890), 134,742.

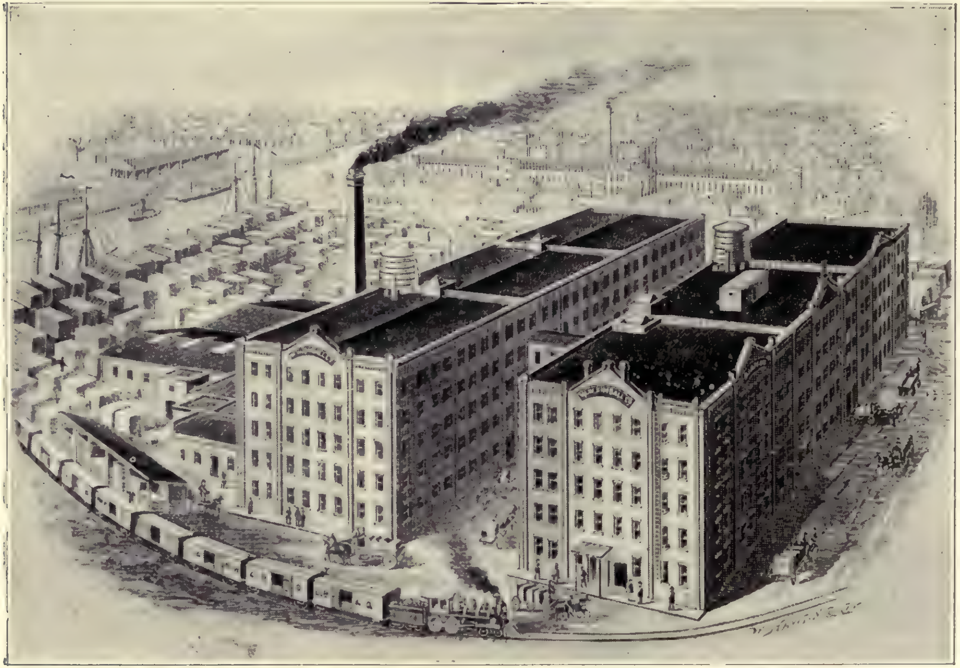
Quincy.—County seat of Adams county, Ill.; situated 125 feet above low-water mark on the east bank of the Mississippi, the extreme western point of the State. The river is crossed by a great railroad bridge. By water, Quincy is 160 miles above St. Louis; by rail, 263 miles southwest of Chicago. Reached by Chicago, Burlington & Quincy railroad. Population (1890), 31,478.

St. Joseph.—County seat of Buchanan county, Mo., and largest city in the northwestern part of that State, 260 miles northwest of St. Louis, 500 miles southwest of Chicago. A beautiful city on the east bank of the Missouri river, which at this point is spanned by a bridge. St. Joseph is a great wholesale center and is said to be one of the wealthiest cities in the West. The town is handsomely built. Reached by Chicago, Rock Island & Pacific, Chicago, Burlington & Quincy; Chicago, St. Paul & Kansas City and Atchison, Topeka & Santa Fe railroads. Population (1890), about 70,000.

St. Louis.—Chief city of Missouri, situated on the west side of the Mississippi river, twenty miles below its confluence with the Missouri; 283 miles southwest of Chicago. The extreme length, in a straight line, 17 miles; the greatest width, 6.60 miles; length of river frontage, 19.15 miles; area (including considerable territory at present suburban in character), 62½ square miles. St. Louis is one of the handsomest cities in America and one of the most progressive. In point of population it ranks the fifth in the United States. There are two bridges across the Mississippi river at this point, one of them being a magnificent steel structure and ranking among the greatest in the world. St. Louis has some beautiful parks and public gardens, magnificent business streets, elegant residences, fine public buildings, and is altogether a city which the visitor should not fail to see. Reached by Chicago & Alton, Illinois Central and Wabash railroads. Population (1890), 460,357.

St. Paul.—Capital of Minnesota, county seat of Ramsey county, a port of entry, situated on the Mississippi river, 2,150 miles from its mouth, ten miles below St. Anthony's Falls; 360 miles northwest of Chicago. The ground on which the city is built rises from the river in a series of terraces. Two lines of steamers ply between St. Paul and St. Louis and intermediate points; the navigable season lasts six months; reached by Chicago & North-Western, Chicago, Milwaukee & St. Paul, Wisconsin Central, Chicago, Burlington & Quincy and Chicago, St. Paul & Kansas City railroads; population, 1890, 133,156.

Springfield.—Capital of Illinois; county seat of Sangamon county; laid out 1822; selected as State Capital 1837; chartered as a city 1840; 185 miles southwest of Chicago. Take Chicago & Alton, Illinois Central or Wabash train. Principal attractions: State Capitol, erected 1866–68, constructed of Joliet marble in the form of Greek Cross, with portico of granite, 385 feet long, 296 wide; has central dome, surmounted by a lantern with a ball on the pinnacle, 360 feet high; contains a General and Law Library, geological and agricultural museums, State Senate and Representative halls and State offices. Lincoln Monument at Oak Ridge Cemetery, erected 1874, designed by Larkin G. Mead, consists of a granite obelisk, height, 98⅓ feet from center of spacious basement (119½ feet long, 72½ feet wide), which contains



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PIANO AND ORGAN WORKS OF THE W. W. KIMBALL CO.

[See "Great Industries."]

a catacomb in which is entombed the body of Abraham Lincoln, and a memorial hall. A bronze statue of Lincoln and four groups of figures in bronze, symbolizing the Army and Navy of the United States, are arranged around the base of the obelisk. Lincoln's old homestead is also to be seen here. Reached by Chicago, Alton & St. Louis, Illinois Central and Wabash & St. Louis railroads. Population, 1890, 24,852.

Tributary Towns.—The following are the towns of Illinois, Indiana, Iowa, Michigan and Wisconsin, immediately tributary to Chicago, not included above, with their populations according to the census of 1890: ILLINOIS: Aurora, 19,634; Belleville, 15,360; Bloomington, 20,000; Cairo, 14,000; Canton, 5,589; Champaign, 5,827; Danville, 11,528; Decatur, 16,841; Dixon, 5,149; E. St. Louis, 15,156; Elgin, 17,429; Freeport, 11,000; Galena, 6,406; Joliet, 27,407; Lincoln, 6,125; Litchfield, 5,798; Mattoon, 6,829; Moline, 11,995; Monmouth, 5,837; Ottawa, 11,500; Paris, 5,049; Peoria, 40,758; Rockford, 23,589; Rock Island, 13,596; Sterling, 5,822; Streator, 6,120. INDIANA: Anderson, 10,759; Brazil, 5,902; Columbus, 6,705; Crawfordsville, 6,086; Elkhart, 11,000; Evansville, 50,674; Ft. Wayne, 35,349; Goshen, 6,027, Huntington, 7,300; Jeffersonville, 11,274; Kokomo, 8,224; Lafayette, 16,407; LaPorte, 7,122; Logansport, 13,798; Madison, 8,923; Marion, 8,724; Michigan City, 10,704; Muncie, 11,339; New Albany, 21,000; Peru, 6,731; Princeton, 6,494; Richmond, 16,849; Seymour, 5,337; Shelbyville, 5,449; South Bend, 21,786; Terre Haute, 30,287; Valparaiso, 5,083; Vincennes, 8,815; Wabash, 5,196; Washington, 6,052. IOWA: Boone, 6,518; Burlington, 22,528; Cedar Rapids, 17,997; Clinton, 13,629; Creston, 9,120; Davenport, 25,161; Dubuque, 30,147; Ft. Madison, 7,906; Iowa City, 5,628; Lyons, 5,791; Marshalltown, 9,308; Muscatine, 11,432; Oskaloosa, 7,300: Ottumwa, 13,996; Sioux City, 37,862; Waterloo, 6,679. MICHIGAN: Adrian, 9,239; Alpena, 11,228; Ann Arbor, 9,509; Battle Creek, 13,000; Bay City, 27,826; Big Rapids, 5,265; Cheboygan, 6,244; Coldwater, 5,462; Escanaba, 8,000; Flint, 9,845; Grand Rapids, 64,147; Ishpeming, 11,184; Kalamazoo, 17,857; Lansing, 12,630; Ludington, 7.499; Manistee, 12,799; Marquette, 9,096; Menominee, 10,606; Monroe, 5,246; Muskegon, 22,688; Negaunee, 6,061; Owosso, 6,544; Pontiac, 6,243; Pt. Huron, 13,519; Saginaw, 46,215; W. Bay City, 12,910; Ypsilanti, 6,128. WISCONSIN: Appleton, 11,825; Ashland, 16,000; Beloit, 6,276; Chippewa Falls, 8,520; Eau Claire, 17,438; Fond du Lac, 11,942; Green Bay, 8,879; Janesville, 10,631; Kenosha, 6,529; La Crosse, 25,053; Madison, 13,392; Manitowoc, 7,525; Marinette, 11,513; Menominee, 5,485; Neenah, 5,076; Oconto, 5,221; Oshkosh, 22,753; Portage, 5,130; Racine, 21,022; Sheboygan, 16,341; Stevens Point, 7,888; Watertown, 8,870; Waukesha, 7,475; Wausau, 9,251; Superior, 13,000.

WATER TRANSPORTATION—LAKE.

A large number of steamers ply between this city and points on all of the lakes, and on the St. Lawrence river during the summer season. These in many instances carry passengers. In general, however, the visitor will take the following lines:

Graham & Morton Transportation Co.—Dock foot of Wabash avenue. Steamers leave for St. Joseph and Benton Harbor daily, at 9:30 A. M. and 11.30 P. M., arriving at St. Joseph at 1:30 P. M. and 3 A. M. 10 A. M. Sundays only, arriving at 2 P. M. Single fare $1. Meals extra. Berths extra on City of Chicago. Daily excursion from Chicago, returning same day, $1. Sunday excursions on the City of Chicago, $1.50. Close connections are made at St. Joseph and Benton Harbor with the Chicago & West Michigan Ry. for points north and east, including all points on the Detroit, Lansing & Northern Ry.; with the Cincinnati, Wabash & Michigan and Vandalia Systems for points south and east. Also with the steamer May Graham for Berrien Springs and other points on the picturesque St. Joseph river. This company does not guarantee to run on the above time, but reserves the right to vary therefrom without notice. J. H. Graham, president; J. S. Morton, secretary and treasurer; G. S. Whitslar, general passenger agent. This company owns the magnificent steel side-wheel steamer City of Chicago and two large, elegantly-fitted propellers. The trip to St. Joseph and Benton Harbor is a delightful one. On the Michigan side of the lake there are many attractive and healthful summer resorts.

Goodrich Line.—The pioneer and leading line of lake steamers, comprising the most elegant, most modern, as well as the safest steamships which ply Lake Michigan. Founded in 1856 by Capt. A. E. Goodrich, and ten years later incorporated under the laws of Wisconsin. Docks foot of Michigan avenue. The steamers of the Goodrich Transportation Company ply between Chicago and all ports on Lake Michigan and Green Bay, forming regular lines during the navigation season as follows: Racine and Milwaukee, daily morning and evening lines; Sheboygan and Manitowoc, daily evening line; Sturgeon Bay and Menominee, daily evening line; Grand Haven and Muskegon, daily evening line; Green Bay and Manistique, semi-weekly. The latest additions to the fleet, the steamships "City of Racine," "Indiana," "Atlanta," and the steel twin screw steamship "Virginia," are evidences that the company is determined to keep up with the times in providing everything that will add to the comfort and pleasure of the traveling public. The "Muskegon" is a steamer of 900 tons, the "Chicago," "Menominee" and the "City of Ludington," 1,000 tons each; the "Atlanta," "City of Racine" and "Indiada," 1,200 tons each; and the "Virginia," the queen of the fleet, 2,500 tons.

The "Virginia" is the finest passenger steamship on the Lake. It was built to order by the Globe Iron Works, and is pronounced by the *Marine Review* (a recognized authority in all matters relating to the construction and equipment of vessels) to be, not only the trimmest and most elegantly appointed passenger steamship built, but more than that, the finest ship that flies the American flag. The none too extravagent expressions about her yacht-like and sylph-like mold (it adds) are all contained in the fact that her per cent. of fullness or co-efficient is .61, fully .15 less than any large steamer on the lakes, and equal to the finest lined ocean steamship. The dimensions of the hull are 278 feet over all, 260 feet keel, 38 feet beam and 25 feet deep. The water bottom (divided into six sections, three on either side) contains a tank that will hold 4,500 gallons of fresh water.

The hull has six water-tight bulkheads in addition to the collision and stuffing box bulkheads, so that if the boat should be cut squarely in two, both ends would float. On the topmost deck, aft the texes or wheel-house, are the observation cabins—one for gentlemen and one for ladies. The twin screws are turned by two sets of inverted triple expansion engines, each with cylinders twenty, thirty and fifty-two inches by thirty-six inch stroke. Steam is supplied by two double-ended boilers of thirteen feet diameter by twenty-one feet two inches long, having twelve furnaces, and being equal to four thirteen-foot boilers twelve feet long. The engines, making 130 revolutions, will drive the boat nineteen miles an hour. Eight auxiliary engines run the two dynamos, the air pump, pumping machinery, steerage gear, etc. Each state-room has four berths, two of which are contained in the regular berths, but can be pulled out into the cabin. The berths are hung with curtains similar to those of a Pullman sleeper, but of richer texture and of different colors. A scene of oriental splendor is produced by the 800 incandescent lights shining from every nook of the cabins.

The dining saloon is located in the forward hole-space, and is reached by a solid mahogany staircase leading from the forward end of the main cabin. The first stairway extends from the cabin to a hallway on the main deck. This hallway is finished in mahogany, and from it the stairway continues to the saloon. The saloon is about fifty-five feet long, has an average width of about twenty-four feet, and is fourteen feet high. The ceiling is divided into panels about four by six feet, filled with Lincrusta-Walton, and in the center of each panel is an electric light pendant. In addition to these lights three electroliers are hung from the central beam runningfore-and-aft through the saloon. Daylight and fresh air are admitted to the saloonthrough twenty large brass "dead-lights," each of which is concealed from view by a screen of stained glass. An electric light is placed behind each of these screens in such a manner that when the screens are closed and the lights are in operation the effect is that of the most brilliant sunlight passing through the stained glass. This arrangement is entirely original and the result very pleasing. The sides, after end and a portion of the forward end (embracing the lower stairway and entrance to the saloon) are finished in Moorish fret work, worked out in rich mahogany and backed at a distance by mahogany panel work. With the exception of the mahogany the entire saloon is finished in the tasteful and fashionable style of decoration known as "ivory and gold." The matter of ventilation has been carefully considered, and the saloon will be kept supplied with fresh air and relieved from all odors of cookery by means of large ventilating fans, which will discharge all the foul air into the furnaces under the boilers. Altogether the dining saloon is unique in design and decoration, and is without question unexcelled in convenience, comfort and beauty.

An important feature is the system of transverse frames of the bulkheads, which give the main a high degree of stiffness and stability, the result being the elimination of that disagreeable vibration and jarring movement experienced on most steamers that induces wakefulness. This superb vessel was not intended (as at first thought it might seem) for the exclusive and private pleasure of a party of millionaires, but for the enjoyment of the people of Chicago and Milwaukee who patronize the Goodrich line, although no millionaire who travels on it will miss the comforts of his palatial home. The Virginia leaves Chicago daily during the season at 9 A. M., and, including a stop at Racine, will make the run to Milwaukee in five and a half hours; returning, she leaves Milwaukee at 7 P. M. The opportunity is thus afforded thousands of residents of either city to breathe the pure Lake Michigan air for a day and enjoy a most delightful trip, for a sum that is insignificant compared with the expense of a journey by rail.

Lake M. and Lake S. Trans. Co.—The Lake Michigan and Lake Superior Transportation Co., incorporated under the laws of the State of Illinois in 1879, is the successor of the old Pioneer lines, established some thirty-five years ago, and is now the only line operating freight and passenger steamers between Chicago and Duluth, the head of Lake Superior. Steamers sail from Chicago regularly every Wednesday and Saturday evening at 8.30, and call at Mackinac Island, Sault Ste. Marie, Marquette, and all ports in the world-renowned iron and copper district of Lake Superior. During the spring and fall months this company devotes its entire attention to the freight business, contracting not only for freight to local points on their route, but is making great strides in the direction of through freight to points in the great Northwest as far as the Pacific coast. The summer months are principally devoted to its passenger business, which, during the last few years, has grown to enormous proportions, partially owing to the famous northern summer resorts, that are reached regularly twice a week. The steamers of this line are commodious, elegantly furnished, and rank among the best on the inland seas. The wharf is located near Rush street bridge, and is the most convenient to the business center of the city.

PART IV.

THE WORLD'S COLUMBIAN EXPOSITION.

The buildings of the World's Columbian Exposition, as provided by Act of Congress, will be dedicated on October 12, 1892, the recognized anniversary of the discovery of America by Christopher Columbus. The Exposition, which will be the greatest universal fair the world has ever seen, will be formally opened to the public on May 1, 1893. The gates will be closed on October 26, 1893. Everything will be in readiness for each of these events. The preparations for the dedicatory ceremonies have been made upon an elaborate scale, and the great buildings of the Exposition will be completed and opened for the reception of exhibits at the time named. From October 12, 1892, to May 1, 1893, the work of receiving and placing exhibits, and in making ready generally for the opening of the display will be carried on without intermission. The status of the World's Fair in the spring of 1892 is presented in the following pages. For additional information regarding the subjects treated here the visitor is referred to the "HANDBOOK OF THE WORLD'S COLUMBIAN EXPOSITION," compiled by John J. Flinn, and published by THE STANDARD GUIDE COMPANY. This work is on sale in all parts of the world.

ADMINISTRATION.

The World's Columbian Exposition is conducted under a joint administration consisting of what is known as "The National Commission" and "The Local Board." From these two organizations is also chosen, aside from the executive officers, what is known as "The Board of Reference and Control," to which is submitted questions arising in either of the governing Boards, for adjustment or final settlement. The affairs of the Local Board are conducted by committees. The affairs of the Exposition management, proper, are conducted by Bureaus, each Bureau having a chief. Herewith is presented a full directory of the Exposition organization, National, Local, Executive, etc.

World's Columbian Commission.—Headquarters, Rand & McNally Building. Officers: President, Thomas W. Palmer, Detroit, Mich., Room 417, Rand & McNally Bldg., Chicago; secretary, John T. Dickinson, Austin, Texas, Room 415, Rand & McNally Bldg., Chicago; president of the board of lady managers, Mrs. Potter Palmer, Room 409, Rand & McNally Bldg., Chicago; secretary of the board of lady managers, Mrs. Susan G. Cooke, Room 409, Rand & McNally Bldg., Chicago; director-general, George R. Davis, Room 410, Rand & McNally Bldg., Chicago.

BOARD OF REFERENCE AND CONTROL.—Thomas W. Palmer, of Michigan, president; James A. McKenzie, of Kentucky, vice-chairman Executive Committee; George V. Massey, of Delaware; William Lindsay, of Kentucky; M. H. de Young, of California; Thomas M. Waller, of Connecticut; Elijah B. Martindale, of Indiana; J. W. St. Clair, of West Virginia.

COMMISSIONERS.—The World's Columbian Commission consists of "eight commissioners at large" and eight alternates appointed by the president of the United States, and two Commissioners and two alternates from each of the States and Territories, appointed by the governors of States, and two commissioners and two alternates from the District of Columbia, appointed by the President of the United States. These commissioners are selected equally from each of the two great political parties of the country.

Officers of the Local Board.—Headquarters, Rand & McNally Building, Adams near La Salle street. President, William T. Baker; vice-presidents, Thomas B. Bryan and Potter Palmer; secretary and solicitor-general, Benjamin Butterworth; assistant secretary, J. H. Kingwill; treasurer, Anthony F. Seeberger; auditor, William K. Ackerman; traffic manager, E. E. Jaycox.

BOARD OF REFERENCE AND CONTROL.—Wm. T. Baker, Thos. B. Bryan, Potter Palmer, Lyman J. Gage, Edwin Walker, Ferd W. Peck, Fred S. Winston, Harlow N. Higinbotham.

EXECUTIVE COMMITTEE.—William T. Baker, Thomas B. Bryan, Potter Palmer, Ferdinand W. Peck, W. D. Kerfoot, Edwin Walker, A. H. Revell, Chas. H. Schwab, Charles L. Hutchinson, Robert C. Clowry, Robert A. Waller, Lyman J. Gage, Harlow N. Higinbotham, John J. P. Odell, Martin A. Ryerson.

FINANCE COMMITTEE.—Ferd W. Peck, chairman; E. G. Keith, Lyman J. Gage, John J. P. Odell, H. N. Higinbotham.

GROUNDS AND BUILDINGS COMMITTEE.—Lyman J. Gage, chairman; E. F. Lawrence, Charles H. Schwab, H. B. Stone, R. C. Clowry, W. P. Ketcham, G. W. Saul.

LEGISLATIVE COMMITTEE.—Edwin Walker, chairman; Fred S. Winston, Egbert Jamieson, Andrew McNally, Ferd W. Peck.

AGRICULTURE COMMITTEE.—W. D. Kerfoot, chairman; E. F. Lawrence, Theis J. Lefens, Geo. Schneider, I. N. Camp.

MINES, MINING, FORESTRY AND FISH COMMITTEE.—Charles H. Schwab, chairman; Wm. J. Chalmers, John C. Welling, Robert Nelson, Bernard E. Sunny.

PRESS AND PRINTING COMMITTEE.—Alexander H. Revell, chairman; Milton W. Kirk, Edward B. Butler, Paul O. Stensland, George Schneider.

TRANSPORTATION COMMITTEE.—George B. Harris, Edward P. Ripley, George W. Saul, John C. Welling, C. H. Chappell.

FINE ART COMMITTEE.—Charles L. Hutchinson, Chairman; James W. Ellsworth, Potter Palmer, Charles T. Yerkes, Martin A. Ryerson.

LIBERAL ARTS COMMITTEE.—Robert A. Waller, Chairman; Isaac N. Camp, Alexander H. Revell, Egbert Jamieson, Charles L. Hutchinson.

ELECTRICITY, ELECTRICAL AND PNEUMATIC APPLIANCES COMMITTEE.—Robert C. Clowry, Chairman; Bernard E. Sunny, Charles H. Wacker, Robert Nelson, C. K. G. Billings.

MANUFACTURES AND MACHINERY COMMITTEE.—John J. P. Odell, Chairman; Andrew McNally, Adolph Nathan, Elbridge G. Keith, A. M. Rothschild.

WAYS AND MEANS COMMITTEE.—Harlow N. Higinbotham, Chairman; Lyman J. Gage, Edward F. Lawrence, Adolph Nathan, Charles H. Wacker, Wm. J. Chalmers, Robert A. Waller, Franklin H. Head. Edward B. Butler, Wm. D. Kerfoot, George Schneider, Edward P. Ripley, Milton W. Kirk.

FOREIGN EXHIBITS COMMITTEE.—Martin A. Ryerson, Chairman; James W. Ellsworth, Harlow N. Higinbotham, T. J. Lefens, Franklin H. Head.

SPECIAL COMMITTEE ON CEREMONIES —Edward F. Lawrence, Chairman; James W. Ellsworth, Charles T. Yerkes, Ferd. W. Peck, Charles H. Schwab, Charles H. Wacker, William D. Kerfoot, Charles L. Hutchinson.

DIRECTORS.—William T. Baker, C. K. G. Billings, Thomas B. Bryan, Edward B. Butler, Isaac N. Camp, William J. Chalmers, Robert C. Clowry, George R. Davis, James W. Ellsworth, Lyman J. Gage, George B. Harris, Franklin H. Head, H. N. Higinbotham, Charles L. Hutchinson, Egbert Jamieson, Elbridge G. Keith, William D. Kerfoot, William P. Ketcham, Milton W. Kirk, C. H. Chappell, Edward F. Lawrence, Thies J. Lefens, Andrew McNally, Adolph Nathan, Robert Nelson, John J. P. Odell, Potter Palmer, Ferd W. Peck, Alexander H. Revell, Edward P. Ripley, A. M. Rothschild, Martin A. Ryerson, George W. Saul, George Schneider, Charles H. Schwab, Paul O. Stensland, Henry B. Stone, Bernard E. Sunny, Charles H. Wacker, Edwin Walker, Robert A. Waller, Hempstead Washburne, John C. Welling, Frederick S. Winston, Charles T. Yerkes.

Executive Department.—Headquarters Rand & McNally building. George R. Davis, director-general. Office, No. 404.

DEPARTMENT A.—Agriculture, food and food products, farming machinery and appliances, W. I. Buchanan, chief.

DEPARTMENT B.—Horticulture, J. M. Samuels, chief; horticultural division, John Thorp, chief.

DEPARTMENT C.—Live Stock, domestic and wild animals, E. W. Cotterell, chief.

DEPARTMENT D.—Fish, fisheries, fish products and apparatus for fishing, J. W. Collins, chief.

DEPARTMENT E.—Mines, mining and metallurgy, Frederick J. V. Skiff, chief.

DEPARTMENT F.—Machinery, L. W. Robinson, chief.

DEPARTMENT G.—Transportation exhibits, railways, vessels and vehicles, Willard A. Smith, chief.

DEPARTMENT H.—Manufactures, J. M. Allison, chief.

DEPARTMENT J.—Electricity and electrical appliances, J. P. Barrett, chief.

DEPARTMENT K.—Fine arts, pictorial, plastic and decorative, Halsey C. Ives, chief.

DEPARTMENT L.—Liberal arts, education, engineering, public works, architecture, music and the drama, S. H. Peabody, chief.

DEPARTMENT M.—Ethnology, archæology, progress of labor and invention, isolated and collective exhibits, F. W. Putman, chief.

DEPARTMENT N.—Forestry and forest products, Thomas B. Keogh, acting chief.

DEPARTMENT O.—Publicity and promotion, Moses P. Handy, chief.

DEPARTMENT P.—Foreign affairs, Walker Fearn, chief; secretary of installation, Joseph Hirst.

BUREAU OF CONSTRUCTION.—D. H. Burnham, chief; A. Gotlieb, chief engineer; F. L. Olmsted & Co., landscape architects. Offices; No. 1143 Rookery building.

BOARD OF ARCHITECTS.—By recommendation of the committee on grounds and buildings, approved by the Board of Directors at its meeting of January 9, 1891, the following architects were constituted a board to decide, in conference with the chief of construction, upon the preliminary problems in arrangement and grouping of buildings and their architecture, submitted to them: Robert M. Hunt of New York, W. L. Jenny of Chicago, McKim, Mead & White of New York, Adler & Sullivan of Chicago, George B. Post of New York, Henry Ives Cobb of Chicago, Peabody & Stearns of Boston, S. S. Beman of Chicago, and Van Brunt & Howe of Kansas City.

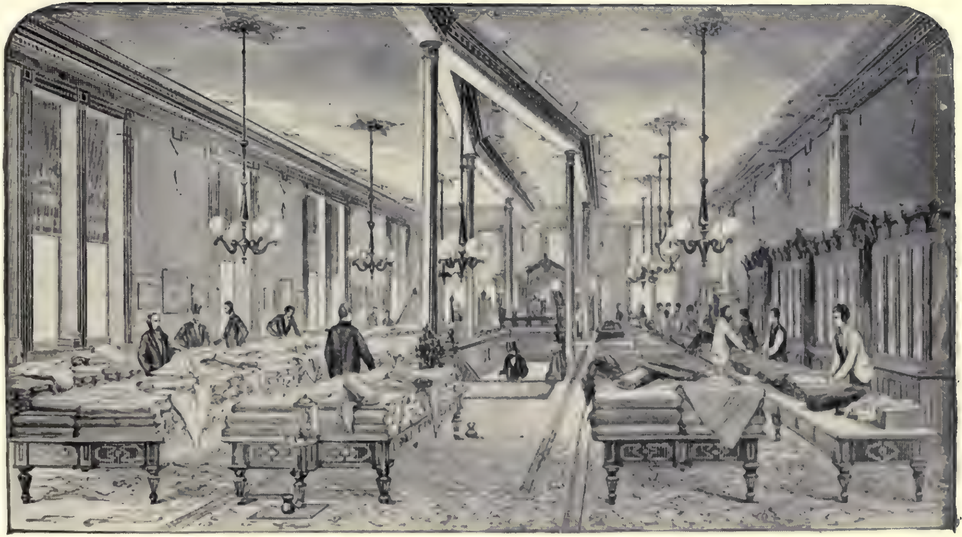
The general arrangement and harmony of the buildings which promise to be among the most attractive features of the Exposition were decided upon by the chief and staff and the board, and the designs of the proposed buildings of the Exposition were allotted among the architects by the chief of construction as follows: Robert M. Hunt, *Administration building;* W. L. B. Jenny, *Horticulture building;* McKim, Mead & White, *Agricultural building;* Adler & Sullivan, *Transportation building;* George B. Post, *Manufactures building;* Henry Ives Cobb, *Fisheries building;* Burling & Whitehouse, *Casino and Entrances;* Peabody & Stearns, *Machinery building;* S. S. Beman, *Mines and Mining building;* Van Brunt & Howe, *Electricity building.*

Medical Bureau.—The Medical Bureau of the World's Columbian Exposition is constituted as follows: John E. Owens, M. D., medical director; W. H. Allport, M. D., assistant surgeon; Morton R. Yeager, M. D., assistant surgeon.

BOARD OF CONTROL AND MANAGEMENT OF THE UNITED STATES GOVERNMENT EXHIBIT.—Hon. Edwin Willits, chairman; Sevellon A. Brown, chief clerk of the department of State, to represent that department; Allured B. Nettleton, assistant secretary of the treasury, to represent the treasury department; Major Clifton Comly, U. S. A., to represent the war department. Captain R. W. Meade, U. S. N., to represent the navy department; A. D. Hazen, third assistant postmaster general, to represent the post office department; Horace A. Taylor, commissioner of railroads, to represent the department of the interior; Elijah C. Foster, general agent of the department of justice, to represent that department; Edwin Willits, assistant secretary of agriculture, to represent the department of agriculture; Dr. G. Brown Goode, assistant secretary Smithsonian Institution, to represent that institution and the national museum; J. W. Collins, assistant-in-charge division of fisheries, to represent the United States fish commission.

[*See Flinn's Hand-Book of the World's Columbian Exposition, for full information concerning the above; also illustrations relating thereto. For sale everywhere.*]

Board of Lady Managers.—Headquarters, Rand-McNally building, Adams st., near La Salle. President, Mrs. Potter Palmer, of Chicago; first vice-president, Mrs. Ralph Trautmann, of New York; second vice-president, Mrs. Edwin C. Burleigh, of Maine; third vice-president, Mrs. Charles Price, of North Carolina; fourth vice-president, Miss Katherine L. Minor, of Louisiana; fifth vice-president, Mrs. Beriah Wilkins, of the District of Columbia; sixth vice-president, Mrs. Susan R. Ashley, of Colorado; seventh vice-president, Mrs. Flora Beall Ginty, of Wisconsin; eight vice-president, Mrs. Margaret Blaine Salisbury, of Utah; vice-president-at-large, Mrs. Russell B. Harrison, of Montana; vice-chairman executive committee, Mrs. Virginia C. Meredith, of Indiana; secretary, Mrs. Susan G. Cooke, of Tennessee.



[Engraved for The Standard Guide Company.]

A GREAT TAILORING ESTABLISHMENT.—THE EDWARD ELY CO.

[See "Guide."]

There are eight lady managers, and eight alternate lady managersappointed by the commissioners at large, two lady managers and two alternate lady managers appointed by the governors of each of the States and Territories; two lady managers and two alternate lady managers appointed by the President of the United States from the District of Columbia, and nine lady managers and nine alternate lady managers appointed by the President of the United States from Chicago, the names and addresses of whom are as follows: Lady managers, Mrs. Bertha M. Honore Palmer, Lake Shore Drive; Mrs. Solomon Thatcher, Jr., River Forest; Mrs. Jennie Sanford Lewis, 1450 Michigan ave.; Mrs. James A. Mulligan, 3000 Prairie ave.; Francis Dickinson, M. D., 70 State st.; Mrs. M. R. M. Wallace, 3817 Michigan ave.; Mrs. Myra Bradwell, 1428 Michigan ave.; Mrs. James R. Doolittle, Jr., 24 Groveland Park; Mrs. Matilda B. Carse, 145 Ashland boul. Lady alternates: Miss Sara T. Hallowell, Palmer House.; Mrs. George L. Dunlap, 328 Dearborn ave.; Mrs. L. Brace Shattuck, 5300 Woodlawn ave.; Mrs. Annie C. Meyers, 556 Monroe st.; Martha H. Ten Eyck, 5704 Madison ave.; Mrs. Margaret Isabelle Sandes, Ravenswood, Ill.; Mrs. Leander Stone, 3352 Indiana ave.; Mrs. Gen. A. L. Chetlain, 543 N. State St.; Frances E. Willard, Evanston, Ill.

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WORLD'S CONGRESS AUXILIARY.

The World's Congress Auxiliary is an authorized adjunct of the World's Fair, and aims to supplement the exposition which that will make of the material progress of the world by a portrayal of the "wonderful achievements of the new age in science, literature, education, government, jurisprudence, morals, charity, religion and other departments of human activity, as the most effective means of increasing the fraternity, progress, prosperity and peace of mankind." Virtually it will be a series of congresses at which the greatest thinkers of the world will discuss questions of universal importance.

The officers are: President, Charles C. Bonney; vice-president, Thomas B. Bryan; treasurer, Lyman J. Gage; secretary, Benjamin Butterworth. Headquarters, Rand-McNally building, Adams st., near LaSalle.

Division of Work.—The work of the World's Congress is divided as follows:

1. General Departments.
2. Divisions of such Departments.
3. Chapters of such Divisions.
4. Sections of such Chapters.

I.—DEPARTMENT OF AGRICULTURE.—Benjamin Butterworth, general chairman. General Divisons: 1. General Farm Culture.—Mr. Samuel Allerton, chairman. 2. Cereal Industry.—Chairman not yet announced. 3. Animal. Industry.—Ex-Gov. W. D. Hoard, chairman. 4. Horticulture.—Mr. J. C. Vaughn, chairman. 5. Agricultural Organizations.—Mr. Milton George, chairman. 6. Agricultural Education and Experiment.—Prof. Geo. E. Morrow, chairman. 7. Governmental Departments of Agriculture.—Chairman not yet announced.

II.—Department of Art.—Mr. Charles L. Hutchinson, general chairman. General Divisions: 1, Architecture.—Mr. Daniel H. Burnham, chairman. 2. Painting.—Mr. O. D. Grover, chairman. 3. Sculpture.—Mr. Lorado Taft, chairman. 4. Decorative Art.—Mr. L. J. Millet, chairman. 5. Photographic Art.—Hon. James B. Bradwell, chairman. 6. Illustrative Art.—Not yet organized.

III.—Department of Commerce and Finance.—Pres. Lyman J. Gage, general chairman General Divisions: 1. Banking and Finance.—Pres. Lyman J. Gage, chairman. 2. Boards of Trade.—Pres. William T. Baker, chairman. 3. Stocks and Bonds.—Mr. Charles Henrotin, chairman. 4. Water Commerce.—Hon. John C. Dore, chairman. 5. Railway Commerce.—Mr. George R. Blanchard, chairman. 6. Insurance.—Gen. Robert J. Smith, chairman. The Division of Insurance is divided into the following Chapters: 1. Fire Insurance.— Gen. Robert J. Smith, chairman. 2. Marine Insurance.—Capt. Wiley M. Egan, chairman. 3. Life and Accident Insurance, with Sections for Mutual Benefit Associations and Kindred Organizations.—Mr. John H. Nolan, chairman. 4. Insurance Specialties.—Not yet organized.

IV. Department of Education.—Hon. and Rt. Rev. Samuel Fallows, general chairman. General divisions: 1. Higher education, including university extension; Pres. William R. Harper, chairman. 2. Public instruction; Dr. Samuel Fallows, chairman. 3. Music in public schools; Dr. George F. Root, chairman. 4. Instruction of the deaf and dumb; Dr. Philip G. Gillett, chairman. 5. Instruction of the blind; Dr. Frank Hall, chairman. 6. Instruction of the feeble-minded; Dr. W. B. Fish, chairman. 7. Manual and art training schools; Dr. Henry H. Belfield, chairman. 8. Commercial and business colleges, etc.; Principal Henry B. Bryant, chairman. 9. Kindergarten education (see woman's branch committees). 10. Domestic and economic education (see woman's branch committees). 11. Agricultural education; Prof. G. E. Morrow, chairman. 12. Educational authors and publishers; not yet appointed. 13. Youth's school delegate congress; Sup't Leslie Lewis, chairman.

V. Department of Engineering. Mr. E. L. Corthell, general chairman. General divisions: 1. Civil engineering. 2. Mechanical engineering. 3. Mining engineering. 4. Metallurgical engineering. 5. Electrical engineering. 6. Military engineering. 7. Marine and naval engineering. Note.—The division committees of this department have not yet been appointed. All are at present represented by the general committee.

VI. Department of Government. (Under the general direction of the President.) General Divisions: 1. Law reform, including international law and the administration of justice—Pres. Henry Wade Rogers, chairman. 2. Political and economic reform—Hon. Thos. W. Palmer, chairman. 3. City government—Hon. Walter Q. Gresham, chairman. 4. Executive administration—Gov. Joseph W. Fifer, chairman. 5. Intellectual property—Hon. John M. Thacher, chairman. 6. Arbitration and peace.—Hon. Thomas B. Bryan, chairman.

VII. Department of Literature—Dr. William F. Poole, general chairman. General divisions: 1. Libraries—Librarian, F. H. Hild, chairman. 2. History and historical societies—Dr. Wm. F. Poole, chairman. 3. Philology and literary archæology—Mr. Wm. Morton Payne, chairman. 4. Authors and imaginative literature—Mr. Francis F. Browne, chairman.

VIII. Department of Labor.—Mr. Walter Thomas Mills, M. A., general chairman. General divisions: 1. Historic development of labor. 2. Labor organizations. 3. Conflicts of labor and capital. 4. Labor economics and legislation. 5 Women: her industrial condition and economic dependence; social theories and experiments; child labor, etc. 6. Education, Public opinion, progress.

IX: DEPARTMENT OF MEDICINE.—(Under the general direction of the president.) General Divisions: 1. General medicine and surgery, Dr. Nathan Smith Davis, chairman. 2. Homeopathy, Dr. J. S. Mitchell, chairman. 3. Public health, Dr. John H. Rauch, chairman. 4. Dentistry, Dr. J. S. Marshall, chairman. 5. Pharmacy, Prof. Oscar Oldberg, chairman. 6. Medical jurisprudence, Dr. Marshall D. Ewell, chairman.

X. DEPARTMENT OF MORAL AND SOCIAL REFORM.—Pres. John G. Shortall, general chairman. General divisions: 1. Philanthropy. 2. Prevention. 3 Charity. 4. Reform.

XI. DEPARTMENT OF MUSIC.—Director Theodore Thomas, General Chairman. General divisions: 1. Orchestral art, Mr. Theodore Thomas, chairman. 2. Choral music and training, Mr. William L. Tomlins, chairman. 3. Songs of the people, Dr. George F. Root, chairman. 4.. Organ and church music, Mr. Clarence Eddy, chairman. 5. Musical art and literature, Mr. W. S. B. Mathews. 6. Musical criticism and history, Mr. George P. Upton, chairman. 7. Opera houses and music halls, Mr. Ferd. W. Peck, chairman.

XII. DEPARTMENT OF THE PUBLIC PRESS.—Mr. William Penn Nixon, general chairman, General divisions: 1. The daily press. 2. Weeklies and magazines. 3. The religious press, Dr. Simeon Gilbert, chairman.

XIII. DEPARTMENT OF RELIGION.—Rev. Dr. John Henry Barrows, general chairman. General divisions [denominational]: 1. Baptist, Rev. Dr. P. S. Henson, chairman. 2. Catholic, His Grace Archbishop P. A. Feehan, chairman. 3. Congregational, Rev. Dr. F. A. Noble, chairman. 4. Christian, Rev. John W. Allen, chairman. 5. Evangelical Association of North America, Bishop J. J. Esher, chairman. 6. Evangelical Church of North America, not ready for announcement. 7. Friends, Mr. J. W. Plummer, chairman. 8. Jews, Rabbi E. G. Hirsch, chairman. 9. Lutheran General Council, Rev. M. C. Ranseen, chairman. 10. Lutheran General Synod, Rev. L. M. Heilman, chairman. 11. Lutheran Synodical Conference, Rev. Louis Hoelter, chairman, 12. Methodist Episcopal, Rt. Rev. Bishop S. M. Merrill, chairman. 13. New Jerusalem (Swedenborgian), Rev. L. P. Mercer, chairman. 14. Presbyterian, Rev. Dr. John Henry Barrows, chairman. 15. Protestant Episcopal, Rt. Rev. Bishop Wm. E. McLaren, chairman. 16. Reformed Church of North America, Rev. A. Heinemann, chairman. 17. Reformed Church of America (Dutch), Rev. W. H. Williamson, chairman. 18. Reformed Episcopal, Rt. Rev. Bishop Charles E. Cheney, chairman. 19. Swedish Evangelical Mission Covenant in North America, Rev. Andrew Hallner, chairman. 20. United Brethren, Bishop E. B. Kephart, chairman. 21. Unitarian, Rev. Jenkins Lloyd Jones, chairman. 22. Universalist, Rev. Dr. A. J. Canfield chairman. 23. Missions, Rev. Walter Manning Barrows, chairman. 24. Evangelical Alliance and Kindred Bodies, not ready for announcement.

XIV. DEPARTMENT OF SCIENCE AND PHILOSOPHY.—Dr. R. N. Foster, general chairman. General divisions: 1. General physics—Dr. Selim H. Peabody, chairman; 2. mathematics and astronomy—Prof. George W. Hough, chairman; 3. meteorology, including terrestrial magnetism, Prof. Mark W. Harrington, chairman; 4. geology—Dr. Josua Lindahl, chairman;

5. geography—not yet appointed ; 6. chemistry—Prof. John H. Long, chairman ; 7. electricity—Prof. Elisha Gray, chairman; 8. botany—Prof. Edson S. Bastin, chairman ; 9. zoology—Prof. Stephen A. Forbes, chairman ; 10. microscopy—Regent Thomas J. Burrill, chairman ; 11. Anthropology, including ethnology and archæology, Prof. F. W. Putman, chairman ; 12. Indian ethnology—Col. P. H. Davidson, chairman ; 13. African ethnology—Rev. J. E. Roy, chairman; 14. psychical science—Col. John C. Bundy, chairman ; 15. philosphy—Dr. R. N. Foster, chairman.

XV. DEPARTMENT OF TEMPERANCE.—The Most Rev. Archbishop John Ireland, general chairman. General divisions : 1. Woman's Christian Temperance Union. (See Woman's Branch) ; 2. Catholic Temperance Societies ; 3. National Temperance Society and allied organizations, including the Sons of Temperance, the Good Templars, the Templars of Honor and Temperance, the Royal Templars of Temperance, the Non-Partisan W. C. T. U., and other affiliated bodies ; 4. Law and Order Leagues, and other law enforcing organizations.

XVI. GENERAL DEPARTMENT.—(Embracing congresses not otherwise assigned.) Sunday Rest Congress. General divisions : 1. physiological relations of the weekly Rest Day ; 2. economic and business relations of the weekly Rest Day; 3. governmental and political relations of the weekly Rest Day ; 4. social and moral relations of the weekly Rest Day ; 5. religious relations of the weekly Rest Day. The Sunday Rest Congress will be held in the latter part of September, 1893, at the close of the religious congresses, and will probably be followed by the congresses of the department of labor. The observance of Sunday for religious reasons may be separately assigned to the department of religion.

Other Congresses Proposed.—Among the other congresses which have been suggested, but for which no definite arrangements have as yet been made, are the following:

I. A REAL ESTATE REFORM CONGRESS.—To promote simplicity, economy and uniformity of conveyances, devises and descents; and to prevent, or at least diminish, the great losses now suffered from mistakes occasioned by the complication and confusion of laws and customs relating to this subject. The frequent and extensive removals of persons from one state or country to another, renders the reforms that might be promoted by this Congress, of extraordinary practical importance.

Such real estate reform congress may be assigned to the department of government, and be held in connection with the congress of law reform.

II. CONGRESSES OF FRATERNAL ORDERS, ETC.—Such as Freemasons, Knights Templar, Odd Fellows, and similar organizations. It is very probable that more congresses will be proposed than can be accommodated during the exposition season, and applications for congresses for which no arrangements have yet been made should therefore be submitted without unnecessary delay.

Advisory Council of the World's Columbian Commission on World's Congresses.—Hon. John W. Woodside, Pennsylvania; Hon. Charles H. Jones, Missouri; Hon. Albert A. Wilson, District of Columbia; Hon. John Boyd Thatcher, New York; Hon. John Bennett, Kentucky; Hon. Frederick G. Bromberg, Alabama; Hon. Orson V. Tousley, Minnesota; Hon. Bradley B. Smalley, Vermont.

Committee of the Directory of the World's Columbian Exposition on World's

Congresses.—Hon. Franklin H. Head, chairman; Mr. Elbridge G. Keith, Mr. James W. Ellsworth. Advisory members of this committee; Dr. Henry Wade Rogers, president Northwestern University; Dr. William R. Harper, president University of Chicago.

The Woman's Branch of the World's Congress Auxiliary.—Mrs. Potter Palmer, president; Mrs. Charles Henrotin, vice-president. Mixed committees are not appointed, but committees of women are appointed to take action on appropriate subjects. The following are the committees of the Woman's Branch of the Auxiliary, with the chairmen as thus far appointed. The woman's general committee on world's Congresses, Mrs. Potter Palmer, chairman; the woman's world's congress committee of art, Miss Sarah H. Hallowell, chairman; the woman's world's congress committee on education, Mrs. Henry M. Wilmarth, chairman; the woman's world's congress committee on manual and art education. Miss Josephine C. Locke, chairman; the woman's world's congress committee on kindergarten education, Mrs. E. W. Blatchford, chairman; the woman's world's congress committee on domestic and economic education; the woman's world's congress committee on higher education, Mrs. Harriet C. Brainard, chairman; the woman's world's congress committee on government and law reform, Mrs. Myra Bradwell, chairman; the woman's world's congress committee on literature, Mrs. Charles Henrotin, chairman; the woman's world's congress committee on labor, Mrs. J. D. Harvey, chairman; the woman's world's congress committee on general medicine and surgery, Dr. Sarah Hackett Stevenson, chairman; the woman's world's congress committee on homeopathic medicine and surgery, Dr. Julia Holmes Smith, chairman; the woman's world's congress committee on public health, Dr. Sarah H. Brayton, chairman; the woman's world's congress committee on dentistry, Dr. H. E. Lawrence, chairman; the woman's world's congress committee on pharmacy, Dr. Ida H. Roby, chairman; the woman's world's congress committee on medical jurisprudence, Dr. Harriet C.B. Alexander, chairman; the woman's world's congress committee on trained nurses—not ready for announcement; the woman's world's congress committee on moral and social reform, Mrs. J. M. Flower, chairman; the woman's world's congress committee on music, Mrs. George B. Carpenter, chairman; the woman's world's congress committee on the daily press, Miss Mary H. Krout, chairman; the woman's world's congress committee on weeklies and magazines, Miss Mary Allen West, chairman; the woman's world's congress committee on religion, Rev. Augusta J. Chapin, chairman; the woman's world's congress committee on science and philosophy, Mrs. Caroline K. Sherman, chairman; the woman's world's congress committee on Indian ethnology, Miss Emma C. Sickels, chairman; the woman's world's congress committee on temperance, Miss Francis E. Willard, chairman; the woman's world's congress committee on municipal order, Mrs. Henry Wade Rogers, chairman; the woman's world's congress committee on household economics, Mrs. John Wilkinson, chairman; the woman's world's congress committee on reception, Mrs. George L. Dunlap, chairman.

[*See Flinn's Hand-Book of the World's Columbian Exposition, for full information concerning the above; also illustrations relating thereto. For sale everywhere.*]

GENERAL REVIEW.

In the spring of 1892 the outlook for the opening of the World's Columbian Exposition under the most favorable circumstances could not very well be brighter. Such progress had been made in the construction of the great buildings, in the laying out of the grounds and in the general advancement of the preparatory work, as to leave no doubt as to the success of this the greatest enterprize of modern times. The Exposition is under the auspices of the United States government. Its participants include not only the United States government and the forty-four States and five Territories of the American Union, but also nearly every foreign government. Its international character was fully assured.

Foreign Participation.—The foreign nations and colonies which thus far have determined to participate in the Exposition, and the amounts of their appropriations, made or officially proposed, as far as information concerning them has been received at headquarters, are the following:

Argentine Republic	$100,000
Austria	149,100
Belgium	
Bolivia	100,000
Brazil	600,000
China	
Chile	100,000
Columbia	100,000
Costa Rica	100,000
Denmark	
Danish West Indies	
Ecuador	125,000
Egypt (informal)	
France	400,000
Algeria	
Germany	214,200
Great Britain	125,000
Barbadoes	6,000
British Columbia	
British Guiana	25,000
British Honduras	7,500
Cape Colony	25,000
Ceylon	40,000
India	
Jamaica	20,000
Malta	
Mashonaland	
New South Wales	
New Zealand	
Queensland	
South Australia	
Tasmania	
Trinidad	15,000
Victoria	
West Australia	
Guatemala	120,000
Hawaii	
Hayti	
Honduras	20,000
Italy (informal)	
Erythria	
Japan	630,765
Korea	
Madagascar	
Mexico	750,000
Netherlands (informal)	
Dutch Guiana	10,000
Dutch West Indies	5,000
Nicaragua	30,000
Orange Free State	
Paraguay	25,000
Persia	
Peru	125,000
Russia	
Salvador	12,000
San Domingo	
Siam	
Spain	
Cuba	25,000
Transvaal	
Turkey	
Uruguay	
Venezuela	
Total	$4,004,565

Thirty-nine nations.
Twenty-four colonies.

Bolivia appropriated $10,000 for preliminary expenses, and authorized its president to draw on the regular diplomatic appropriation for any further sum needed, the whole amount estimated to be necessary being $100,000. Of Ecuador's $125,000, the city of Guayaquil furnishes $25,000. Paraguay has authorized its president to spend whatever sum may be necessary to have the country creditably represented. It is reported that $25,000 of expenditure is contemplated. Mexico has voted $50,000 for preliminary expenses. No doubt is felt that the balance of the 750,000 proposed will be forthcoming. It is assured that quite a number of the appropriations named above will be increased.

From information received at Exposition headquarters, it can be said to be next to certain that soon there will be added to the above list Norway and Sweden, Hungary, Switzerland, Canada, and several others. At a low estimate the total of the appropriations of foreign nations will reach $5,000,000. Nearly all of the participating nations will erect buildings in the Exposition grounds. Building sites have already been selected for Great Britain, Germany, Japan, Turkey, Mexico, Peru, Brazil, Ecuador, Colombia, Costa Rica, Guatemala and Chile. The buildings of foreign nations will present most varied contrasts in respect to size, architecture and adornment.

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Government Aid and Recognition.—The United States Government has appropriated thus far $1,500,000, of which $400,000 was set apart for its building, and $250,000, approximately, has been drawn for the cost of five sessions of the National Commission, two sessions of the Board of Lady Managers, the salaries of the officers and employes of these two bodies, and the expenses of three special agents of the Treasury Department who were sent to Europe to explain to foreign commissions and governments the regulations of the Department governing the importation of exhibits. A considerable portion of the remainder has been spent in preparation of the government exhibit by the board having the matter in charge. The congress now in session is expected to appropriate a sum sufficient for the future expenses of the National Commission and Lady Managers, and the continued preparation of the government exhibit, and also about $700,000 for the Exposition awards and the payment of the awarding juries, as obligated by the act of congress creating the National Commission. The government, as elsewhere stated, may be asked, also, to appropriate something for a District of Columbia exhibit, and $5,000,000 in general aid of the Exposition.

State and Territorial Aid and Recognition—Twenty-six States and two Territories, thus far, have made appropriations for their representation at the Exposition, as follows:

Arizona	$ 30,000
California	300,000
Colorado	100,000
Delaware	10,000
Idaho	20,000
Illinois	800,000
Indiana	75,000
Iowa	50,000
Maine	40,000
Massachusetts	75,000
Michigan	100,000
Minnesota	50,000
Missouri	150,000
Montana	50,000
Nebraska	50,000
New Hampshire	$ 25,000
New Jersey	20,000
New Mexico	25,000
North Carolina	25,000
North Dakota	25,000
Ohio	100,000
Pennsylvania	300,000
Rhode Island	25,000
Vermont	15,000
Washington	100,000
West Virginia	40,000
Wisconsin	65,000
Wyoming	30,000
Total	$2,695,000

In several of these States the appropriations made are only preliminary, and will be largely increased. In Iowa, for example, the executive committee of the State commission has prepared estimates aggregating $339,000, and will ask the Legislature to appropriate accordingly. Colorado, Main, Massachusetts, Minnesota, New Jersey and West Virginia promise increased appropriations. In Colorado an additional $50,000, approximately, has been voted by the counties, and in Indiana about $10,000 has been raised by school pupils and teachers. In California, too, some of the counties are supplementing the State appropriation.

Nine States which, owing to constitutional restriction, or other prohibitive reason, made no World's Fair appropriation, have held State conventions and formed organizations of the stock-subscription sort for raising the amounts deemed necessary for creditable representation. These States, and the sums they are thus raising, are:

Alabama	$ 50,000	Oregon	$100,000
Arkansas	100,000	South Dakota	80,000
Florida	100,000	Tennessee	100,000
Georgia	100,000	Texas	300,000
Kansas	100,000		
Total			$1,030,000

The legislatures of several States which have made no provision for representation are now in session, or soon will be. In Maryland a bill for $100,000 is pending. In New York a bill for $250,000 has been introduced, and a second bill for $500,000 is advocated by several influential organizations, which believe that sum necessary for creditable representation. Nearly all of the States and Territories are sure to get into line this winter, for popular sentiment among their people demands it. It is reported that the government will be asked to appropriate $50,000 for the representation of the District of Columbia, and perhaps something for an Alaska exhibit. The aggregate expenditure by the States and Territories is expected to reach $5,000,000.

EXPOSITION BUILDINGS.—The size and cost of the great Exposition buildings are indicated in the following table:

Buildings.	Dimensions in Feet.	Area in Acres.	Cost.
Manufactures and Liberal Arts	787 x 1687	30.5	$1,500,000
Administration	262 x 262	1.6	435,000
Mines	350 x 700	5.6	265,000
Electricity	345 x 690	5.5	401,000
Transportation	256 x 960	5.6	370,000
" Annex	425 x 900	8.8	
Women's	199 x 388	1.8	138,000
Art Galleries	320 x 500	3.7	670,000
" Annexes (2)	120 x 200	1.1	
Fisheries	165 x 365	1.4	224,000
" Annexes (2)	135 diam'r	.8	
Horticulture	250 x 998	5.7	300,000
" Greenhouses (8)	24 x 100	.5	25,000
Machinery	492 x 846	9.6	1,200,000
" Annex	490 x 550	6.2	
" Power House	100 x 461	.1	85,000
" Pumping Works	77 x 84		
" Machine Shop	146 x 250		
Agriculture	500 x 800	9.2	618,000
" Annex	300 x 550	3.8	
" Assembly Hall, etc.	125 x 450	1.3	100,000
Forestry	208 x 528	2.5	100,000
Saw Mill	125 x 300	.9	35,000
Dairy	100 x 200	.5	30,000
Live Stock (3)	65 x 200	.9	385,000
" Pavilion	280 x 440	2.8	
" Sheds		40.	
Casino	120 x 250	.7	*210,000
Music Hall	120 x 250	.7	
		153.8	$7,041,000
U. S. Government	345 x 415	3.3	400,000
" Imitation Battleship	69.25 x 348	.3	100,000
Illinois State	160 x 450	1.7	250,000
" Wings (2)		.3	
		159.4	$7,791,000

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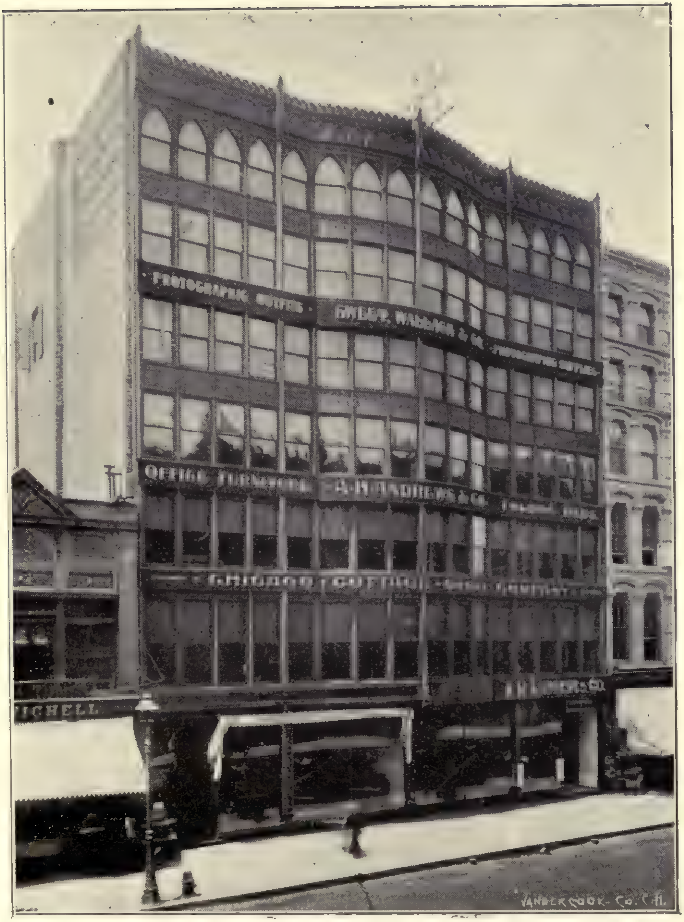
* Including connecting peristyle.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The last three are being erected, the first two by the United States Government, and the third by the State of Illinois. The visitor, however, will naturally class them among the great Exposition structures.

The Exposition buildings, not including those of the Government and Illinois, have also a total gallery area of 45.9 acres, thus making their total floor space 199.7 acres. The Fine Arts building has 7.885 lineal feet, or 145,852 square feet, of wall space.

All of the annexes will be scarcely less imposing and architecturally beautiful than the main buildings themselves. The live stock sheds, which will cover an immense area as indicated, are to be constructed as inexpensively as possible without marring the general architectural effect. The power-houses, pumping works, etc., are to be exhibits in themselves, and so constructed as to be readily inspected by visitors. There will be several Exposition buildings in addition to those named, but data concerning them are not fully determined. Among them will be a Press building, in which every possible convenience and accommodation for the press representatives of the world will be provided; and a reproduction of the Spanish convent, La Rabida, in which a wonderfully complete collection of Columbus relics and allied exhibits will be gathered. The total cost of the Exposition structures alone is estimated at $8,000,000.

Information concerning the State buildings is yet quite incomplete, as but few of the plans have been approved. It is expected that nearly all will erect buildings as State headquarters and receptacles for collective exhibits illustrating their resources. Thus far, data for the buildings of twenty-two States, as projected, have been received at headquarters. These structures, for the most part, will be two stories in height; will average about 50 by 75 feet in dimensions, and will cost all the way from $10,000 to $100,000 each.

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Expenditures in Buildings, etc.—The amount ($8,000,000) which the Exposition Company expects to expend upon buildings represents less than one-half of its total estimated expenditure for the great enterprise. Following are estimates of various other expenses prepared by the grounds and buildings committee.

Grading, filling, etc	$ 450,400	Vases, lamps and posts	$ 50,000
Landscape gardening	323,490	Seating	8,000
Viaducts and bridges	125,000	Water supply, sewerage, etc	600,000
Piers	70,000	Improvement of lake front	200,000
Waterway improvements	225,000	World's Congress Auxiliary	200,000
Railways	500,000	Construction department expenses, fuel, etc	520,000
Steam plant	800,000	Organization and administration	3,308,563
Electricity	1,500,000	Operating expenses during Exposition	1,550,000
Statuary on buildings	100,000		
			$10,530,453

Add to this amount estimated to be necessary for buildings ($8,000,000) and the grand total sum to be expended by the Exposition Companp stands at $18,530,453. This does not include, of course, the expenditure by the United States Government, the States of the Union, or foreign countries. Of this $18,530,453, about $17,000,000 must be paid out before the gates of the Exposition are thrown open to the public, on May 1, 1893. The total amount which the Exposition Company has paid out up to date, for all purposes, is $2,779,-

707. Owing to the present enormous demands of construction, the expenditure is now running at nearly $1,000,000 a month.

Financial Resources.—In view of the showing given above, a statement of the Exposition's resources will be found interesting in this connection.

RESOURCES.

Stock subscriptions	$ 5,721,230
City of Chicago bonds	5,000,000
Prospective gate receipts	10,000,000
Concessions and privileges	1,500,000
Salvage	1,500,000
Interest on deposits	33,452
Total	$23,754,682

To the resources will be added future interest on bank deposits and future subscriptions to stock. New subscriptions are coming in daily, and the amount which will thus be realized is certain to be large, though how much it will be can now only be surmised. An increase of $200,000 from these sources is a safe estimate. On the other hand, some deduction must be made for delinquency in the payment of subscriptions to stock. Thus far, 60 per cent. of the subscribed amounts has been called for, and $3,433,800, or more than 60 per cent., has been actually paid in, quite a number of subscribers having voluntarily paid up in full without waiting for the successive calls. The subscribers number about 30,000. Among subscribers, there have been nearly 500 deaths, and this, together with impoverishment, etc., has caused thus far a delinquency in collections of between 7 and 8 per cent. of the amount due. This is less than was anticipated. Making a very liberal allowance for delinquencies, the net resources, as estimated, stand, in round numbers, at $23,350,000, or about $4,825,000 in excess of the total estimated necessary expenditure.

But of the resources the gate receipts, concessions and privileges, and salvage, representing a total of $13,000,000, are not only estimates, but are necessarily prospective. They can not be realized even in part until the Exposition opens and is in progress. The salvage from the disposal of the buildings can not, of course, be realized until after the Fair closes. It follows that the resources available previous to the opening of the Exposition, by which time, as explained above, $17,000,000, approximately, must be expended, are cut down to about $10,750,000. It will be seen that about $6,250,000 must be provided for in some manner. Accordingly the United States Government may be asked to aid the Exposition by taking a financial interest in it to the extent of $5,000,000. In view of the fact that the National Commission, representing the Government, in adopting the classification of exhibits, made the scope of the Exposition so extensive that, as the Exposition Directory has found, it could not possibly be creditably fulfilled within the expenditure of the $1,000,000 which was at first deemed sufficient—and which Chicago has provided, according to promise—it is believed that Congres will consider it incumbent upon the Government, both in point of actual obligation and that the national honor may be maintained before the world, to provide the means for meeting the excess of expenditure which the action of its representative rendered necessary. With such assistance, to the extent of $5,000,000, the Exposition Company believes it will be able to meet all demands.

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Progress of Construction.—In April, 1892, the buildings of the Exposition had been so far advanced as to fully justify the prediction that they would all be in readiness for the inauguration ceremonies in October. The amount of work accomplished was simply marvelous. The actual erection of the Exposition buildings began in June, 1891. At this writing some of them are practically completed, while four thousand workmen are engaged in the completion of the remainder. The scene at the Exposition grounds is one that will amaze the visitor. Never before on this continent has such a sight been witnessed. The visitor may reach the exterior of the Exposition grounds by taking a Cottage Grove avenue cable car to 57th street (fare 5 cents) or a park phæton at the entrance to Drexel Boulevard (fare 35 cents). He will be carried by the northern end of the Exposition grounds, and from points on Midway Plaisance and Jackson Park may obtain views of the great buildings. At Jackson Park he may take a trip on the "Moveable sidewalk," which is elevated about twenty feet above the park (fare 10 cents), from which he will obtain a better view. Guides will point out the different buildings, and give other information of interest to the stranger. Following may be said to be the condition of the work upon the various buildings as this volume goes to press:

WOMAN'S BUILDING.—This is practically completed. It has all the appearance of a marble palace and is one of the handsomest structures on the grounds. It is the first that will be seen by the visitor approaching from Midway Plaisance.

MINES BUILDING.—Frame work and iron and glass roof completed. Exterior "staff" work almost finished.

ELECTRICITY BUILDING.—Frame work completed. The roof being finished.

HORTICULTURAL BUILDING.—Pavilions completed. West curtain of roof and windows in position. Iron work of dome in position and exterior ornamentation begun.

TRANSPORTATION BUILDING.—Practically completed. Very little more to be done.

ADMINISTRATION BUILDING.—One of the crowning glories of the group. Structural work completed. "Staff" work almost finished. Iron work of great dome 170 feet from the ground, in position.

MACHINERY HALL.—This mammoth structure is in a fair stage of completion; 6,000 supporting piers in position, superstructure advanced; foundation for annex laid and work advanced on the building.

AGRICULTURAL BUILDING.—Interior columns and gallery girders in position and great iron columns supporting the roof placed. This building will consume 7,000,000 feet of lumber when completed. Over two-thirds of this has been utilized.

MANUFACTURES AND LIBERAL ARTS BUILDING.—The thirty and a half acres of flooring laid and superstructure rapidly approaching completion. The huge steel trusses for the roof which will contain more metal by 50 per cent. than the Brooklyn bridge are being raised into position.

ART GALLERIES.—Basement floor and brick walls completed. The structure in a very advanced stage of completion.

FISHERIES BUILDING.—Almost completed; exterior work commenced; interior work progressing rapidly.

FORESTRY BUILDING.—Practically completed; now being occupied by the model makers; outside rustic work being put on; temporary roof being replaced by a thatched one.

Dairy Building.—Almost completed.

The Illinois building, the United States Government building and the Battleship are far advanced. Other buildings, state and foreign, are under way and will be completed early in the summer. The grounds are all laid out and the work of the landscape gardeners is progressing rapidly.

Insurance is placed and increased on the buildings as their construction proceeds. The amount now carried is above $1,000,000. During the Exposition, it is estimated not less than $150,000,000 or $200,000,000 of insurance will be carried on the buildings and exhibits.

All possible precautions are taken against fire. The Exposition grounds are already provided with a full equipment of fire engines and apparatus.

In the construction of the buildings about 60,000,000 feet of lumber and 18,000 tons of steel and iron will be used. In their adornment will be utilized nearly 84,000 pieces of ornamental "staff" work, of which about one-third are already completed.

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Water, Sewerage, Lighting, etc.—To supply the Exposition buildings and grounds with water two plants are being put in, one with capacity of 24,000,000 gallons a day, and the other of 40,000,000 gallons. Thus 64,000,000 gallons a day will be available. The pumping works and all of the great machinery furnishing power to the Exposition will be open to the inspection of visitors.

A system for drainage, believed to be adequate and perfect, has been adopted. Perfect sewerage, too, is planned. All refuse from the cafes and kitchens, and from the lavatories and closets, of which 6,500 will be constructed at an expense of some $450,000, will be received by injectors, and forced by compressed air through underground pipes into four huge tanks, where it will be treated chemically and rendered entirely inoffensive. Work upon these systems is progressing.

Plans adopted for lighting the buildings and grounds provide for 138,218 electric lamps, of which 6,766 are to be arc lamps of 2,000 candle-power each, and 131,452 incandescent, 16 candle-power each. The electric lighting will cost something like $1,500,000 and will be ten times as extensive as was employed at the Paris Exposition. The light and motive plant at the Exposition, it is estimated, will require 26,000 horse-power, of which 22,000 will be required for the electric plant.

Transportation Matters.—Transportation to and from the Exposition, both for visitors and exhibits, will be as perfect as it is possible to make it, both in the matter of facilities and rates. Greatly reduced rates on all railroads and some of the steamship lines will prevail. Definite arrangements are yet to be perfected. Much attention is being given to the question of furnishing abundant facilities for reaching the grounds from all parts of Chicago, and it can be asserted that existing means, already extensive, will be increased so that a maximum of 400,000 a day can be carried to and from the grounds. For the transportation of exhibits arrangements have already been made with nearly 500 railway and steamship lines, including all of the trunk railroads and more important lines in the United States. Of these transportation lines, 417 have agreed to charge regular tariff rates on exhibits to the

Exposition, and to return them to starting points free of charge, provided their ownership remains unchanged. Thirty-seven have agreed to charge half regular rates both ways, and thirty-three have promised to transport them free both to and from the Exposition. The Atlantic Transport Line of steamers, which runs freight steamships between London and New York, Philadelphia and Baltimore, will make no charge on exhibits in either direction, except on such as, owing to their excessive size or weight, require extra help in their handling. In such cases only the expense of the extra help will be charged. Foreign exhibits will be admitted free of all duty. Such exhibits, however, if sold in this country, will be subject to payment of regular customs duties.

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World's Congress Auxiliary.—This constitutes the intellectual and moral branch of the Exposition. Its motto is, "Not Matter, but Mind," and it is organized to provide for the presentation, by papers, addresses and discussion, of the mental and moral status and achievements of the human race. Under its auspices, a series of congresses will be held in Chicago during the progress of the Exposition, in which, it is already assured, will participate a great many of the ablest living representatives in the various fields of intellectual effort and moral endeavor. The auxiliary embraces between fifteen and twenty main departments, such as literature, government, education, music, science, art, engineering, etc., in each of which are subdivisions. A program is being arranged for congresses in each of these departments and divisions, in which specialists and advanced thinkers may participate in discussing the vital and important questions, and presenting the best and latest achievements of the human mind in each. During the Exposition the auxiliary will have the use of a magnificent permanent art palace, which the Chicago Art Institute, aided by the Exposition Directory, is about erecting on the lake front. This will have two large audience rooms, each of 3,500 capacity, and from twenty to thirty smaller rooms, of capacity ranging from 300 to 750. The great Auditorium will also be utilized for the larger congresses, and numerous other halls are available when required. Each congress will be supervised by a committee of persons actively interested in its particular field, acceptance of such responsibility having already been given. The prospects are that fully 100 congresses altogether will be held. It is the intention to publish their proceedings in enduring form. Detailed information concerning the auxiliary, or any of its departments or divisions, can be obtained of its president, Charles C. Bonney.

Board of Lady Managers.—The participation of women in the Exposition promises to be one of its most interesting as well as novel features. With a commodious and imposing building, designed by a young lady architect, and with an abundance of money, and with full recognition, indorsement, and aid by the United States Government and the Exposition Directory, the women have an opportunity of showing in the most signal manner, the condition of their sex throughout the world, what are the achievements of woman in the various branches of human endeavor, and what is her adaptability to different occcupations and lines of industrial and charitable work. Under the direction of the Board's president—Mrs. Potter Palmer—the work of organization, and of enlisting the interest of women throughout the United States and in foreign countries, has progressed to a most satisfactory stage.

General Information.—JACKSON PARK AND MIDWAY PLAISANCE.—Jackson Park and Midway Plaisance—the Exposition site—are in the southeastern part of Chicago, and embrace 664 acres, with a frontage of about a mile and a half on Lake Michigan. Forty-five miles of boulevard connect the site with the general park system of Chicgao, which embraces fifteen or more parks, aggregating 2,000 acres.

PREPARING JACKSON PARK.—Half a million dollars has already been expended in grading Jackson Park and dredging extensive waterways throughout it. Hundreds of thousands are yet to be spent for landscape gardening, fountains, statuary, pleasure boats, etc. A number of observation towers, from which excellent views of the buildings and grounds can be obtained, will be erected in different parts of the Park.

RESTAURANTS AND CAFES.—According to present plans fully 150 restaurants and cafes will be in operation in the various buildings and about the grounds. These will be conveniently distributed, and will have an estimated aggregate seating capacity of 6,000 or 8,000.

SPECIAL EXPOSITION FEATURES.—Midway Plaisance, connecting Jackson Park with Washington Park, will be occupied throughout its entire length by special Exposition features largely of a foreign character, such as the "Bazaar of All Nations," "Street in Cairo," "Street in Constantinople," "Moorish Palace," "Maori Village," etc., to which concessions have been granted, and which, in their production, will represent the expenditure of hundreds of thousands of dollars. Panoramas, cycloramas, the sliding railway, etc., will also be located there.

ENTRANCE FEE.—A single entrance fee, probably 50 cents, will entitle visitors to see the entire Exposition proper. The special attractions on Midway Plaisance will make a moderate additional charge.

HOTEL ACCOMMODATION.—The hotel accommodations of Chicago, already very extensive, are being augmented by the erection of fully twenty new hotels, some of which are very large. Two million dollars or more are to be spent by the city and the park commissioners in putting the streets, parks, etc., in presentable condition against the influx of visitors.

EXHIBITS.—It may be said to be assured that the exhibits at the Exposition will cover a wider range and be far more numerous than were ever before gathered together. They will present a picture of the condition and industrial progress of mankind in every quarter of the world, and of its achievements in every branch of the sciences and arts. The Exposition classification embraces 12 departments, 176 groups and 967 classes. The application for space by intending exhibitors in the United States alone numbered 2,082 on January 1st. The number at the Philadelphia Centennial on corresponding date was 864. Applications from foreign exhibitors are reported very numerous and rapidly increasing. It seems assured that exhibitors will outnumber those at any previous world's fair. The allotment of space will be made about June. The reception of exhibits will begin November 1, 1892, and continue until April 10, 1893. No charge will be made for space for exhibits.

DEDICATORY CEREMONIES.—The Exposition buildings, as required by Act of Congress, will be dedicated "with appropriate ceremonies," on October 12, 1892, the 400th anniversary of the discovery of America by Columbus. The exercises will occupy three days, beginning on the 11th and closing on the 13th with a grand dedication ball. The committee having the matter in charge has planned to make the ceremonies most impressive in character

Something like $300,000 will be spent to secure this end. The President of the United States and his Cabinet, the Senate and House of Representatives, the Governors of the several States with their staffs, and representatives of all foreign nations will be invited to be present. The mobilization of 10,000 militia and several thousand regulars is planned, as is also an imposing civic and industrial display. In the evenings there will be a magnificent display of fireworks, and in the Park waterways a pageant of symbolical floats, representing the "Procession of the Centuries." In the dedicatory exercises on the 12th, the completed buildings will be tendered by the President of the Exposition to the National Commission. President T. W. Palmer will accept them on behalf of that body and will at once present them to the President of the United States, who will fittingly respond. The dedicatory oration will follow. Much attention is being given to the musical portion of the programme. This will include a dedicatory ode and orchestra marches written for the occasion. These and other numbers, including "America" and "Star-Spangled Banner" will be rendered with full choral and orchestral accompaniment.

NAVAL REVIEW.—In April, 1893, a grand international naval review, preliminary to the opening of the Exposition, as provided for by Act of Congress, will be held in New York harbor. Arrangements for this are now being made.

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PRELIMINARY WORK.

Selection of Chicago.—The idea of holding a World's Fair at some point in the United States, in celebration of the 400th anniversary of the discovery of America by Columbus, was first seriously considered in the summer of 1889, and it quickly received popular approval. As soon as it seemed probable that such a Fair would be held, several cities, notably New York, Chicago, St. Louis and Washington, entered into a spirited rivalry to be designated as the place of its location, and urged their respective claims before Congress with all the force and influence they could command. It was apparent from the start, almost, that either New York or Chicago would be selected. Chicago, with characteristic energy, formed an organization—the World's Columbian Exposition—embracing its most substantial business men, raised more than $5,000,000 by subscription, and pledged itself to increase the amount to $10,000,000, to be expended in behalf of the Fair. Chicago's superiority in many respects as a place for holding the Exposition was admitted, and on the first ballot this city led New York by more than 40 votes. It captured the prize on the eighth ballot, receiving 157 votes to 107 for New York, 25 for St. Louis and 18 for Washington. The disappointment of its rivals soon wore off, and the selection of Chicago has now almost universal approval.

Act of Congress.—The Act of Congress providing for the Fair was approved by President Harrison, April 25, 1890, and begins as follows;

Whereas, It is fit and appropriate that the four hundredth anniversary of the discovery of America be commemorated by an exhibition of the resources of the United States of America, their development, and of the progress of civilization in the new world; and

Whereas, Such an exhibition should be of a national and international character, so that not only the people of our Union, and this Continent, but those of all nations, as well, can participate, and should, therefore, have the sanction of the Congress of the United States; therefore,

BE IT ENACTED, by the Senate and House of Representatives of the United States of America, in Congress assembled, that an exhibition of arts, industries, manufactures, and product of the soil, mine and sea shall be inaugurated in the year eighteen hundred and ninety-two, in the City of Chicago, in the State of Illinois, as hereafter provided.

The act then goes on with provisions, as summarized below, relative to the conduct of the Exposition. It provides for a national supervisory body, known as the World's Columbian Commission, to be appointed by the President, composed of two commissioners and two alternates from each State and Territory and the District of Columbia, and eight commissioners and eight alternates at large, the commissioners and alternates from the States and Territories to be appointed upon nomination by their respective governors.

Power of Commission.—This Commission was empowered to accept such site for the Exposition and such plans and specifications for buildings as the local organization might determine upon and tender, provided said site and plans were deemed adequate, and it was first satisfied that the local organization had secured bona fide subscriptions to the amount of $5,000,000, and there was assured an additional $5,000,000 for Exposition purposes. It was also empowered to allot space for exhibitors, prepare a classification of exhibits, determine the plan and scope for the Exposition, award premiums, and generally have charge of all intercourse with the exhibitors and representatives of foreign nations. In point of fact, a large share of these duties will really be performed by the local organization, under approval of the national body. The Commission was required also to appoint a board of Lady Managers for the Exposition, and to provide for the dedication, with appropriate ceremonies, of the Exposition buildings, on the 12th day of October, 1892.

Proclamation.—By the act, the President of the United States, when satisfied that the local corporation had made provision for suitable grounds and buildings, and had raised or provided for, a sum of not less than $10,000,000 for Exposition purposes, was directed to make proclamation of such facts and to invite foreign nations to take part in said Exposition, said proclamation to be communicated to the diplomatic representatives of foreign nations for publication in their respective countries. The President was also directed to hold a naval review in New York harbor in April, 1893, and to extend to foreign nations an invitation to send ships of war to join the United States navy in rendezvous at Hampton Roads and proceed thence to said review.

Dutiable Articles Exhibited.—The Act specifies that all dutiable articles imported to be exhibited, and not intended for sale, shall be admitted free of duty and customs fees, and that such articles may be sold only subject to the established duties and under such regulations as the Secretary of the Treasury shall prescribe.

Government Exhibits.—The Government of the United States is required to exhibit, from its executive departments, Smithsonian Institution, Fish Commission, and National Museum "such articles and materials as illustrate the function and administrative faculty of the government in time of peace, and its resources as a war power, tending to demonstrate the nature of

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[See "Guide."]

our institutions and their adaptation to the wants of the people." The President is required to appoint a board to prepare and care for this exhibit, and the Secretary of the Treasury is directed to provide a suitable building to contain it, at an expense not exceeding $400,000. As a part of the government exhibit the Secretary of the Treasury is required to establish and fully equip a life-saving station, such as is in operation at various points on the coast of the United States. For the government exhibit entire and for the buildings to contain it, the Act appropriates $1,500,000. Such are the chief provisions of the act.

Organization.—Immediately upon the passage of the act, the work of organizing and preparation was begun, and it has proceeded since as rapidly as the many obstacles incident to such a great undertaking would permit. From time to time difficulties and conflict of authority, threatening to be serious, arose between the National Commission and the Local Directory, but each one has been adjusted satisfactorily, and now harmony prevails and the work of preparation is going on smoothly and rapidly.

President's Proclamation.—In due time the National Commission reported to the President of the United States; who, upon its recommendation, issued this proclamation and invitation to the nations of the earth:

By the President of the United States of America:

A PROCLAMATION.

WHEREAS, Satisfactory proof has been presented to me that provision has been made for the adequate grounds and buildings for the uses of the World's Columbian Exposition, and that a sum not less than $10,000,000, to be used and expended for the purposes of said Exposition, has been provided in accordance with the conditions and requirements of section 10 of an act, entitled "An Act to provide for celebrating the four-hundredth anniversary of the discovery of America by Christopher Columbus by holding an International exhibition of arts, industries, manufactures and the products of the soil, mine and sea, in the city of Chicago, in the State of Illinois," approved April 25, 1890.

NOW, THEREFORE, I, Benjamin Harrison, President of the United States, by virtue of the authority vested in me by said Act, do hereby declare and proclaim that such International Exhibition will be opened on the first day of May, in the year eighteen hundred and ninety-three, in the city of Chicago, in the State of Illinois, and will not be closed before the last Thursday in October of the same year.

And in the name of the Government and of the people of the United States, I do hereby invite all the nations of the earth to take part in the commemoration of an event that is pre-eminent in human history and of lasting interest to mankind, by appointing representatives thereto, and sending such exhibits to the World's Columbian Exposition as will most fitly and fully illustrate their resources, their industries and their progress in civilization.

IN TESTIMONY WHEREOF I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this twenty-fourth day of December, in the year of our Lord, one thousand eight hundred and ninety, and the independence of the United States the one hundred and fifteenth.

By the President: **BENJAMIN HARRISON.**

JAMES G. BLAINE, Secretary of State.

This proclamation, accompanied by a letter of the Secretary of State, regulations for foreign exhibitors, regulations of the Secretary of the Treasury governing the free importation of exhibits, and the prospectus of a proposed World's Congress Auxiliary of the World's Columbian Exposition, was sent to the following countries early in January: Argentine Republic, Siberia, Austria-Hungary, Mexico, Belgium, Netherlands, Paraguay and Uruguay, Brazil, Persia, Peru, Guatemala, Portugal, Salvador, Roumania, Nicaragua, Russia, Honduras, Servia, Costa Rica, Siam, Chili, Spain, China, Sweden and Norway, Colombia, Switzerland, Corea, Turkey, Denmark, Venezuela, Ecuador, France, Germany, Great Britain, Greece, Hawaiian Islands, Italy, Japan.

World's Congress Auxiliary.—The World's Congress Auxiliary, referred to above, is an authorized adjunct of the World's Fair, and aims to supplement the exposition which that will make of the material progress of the world by a portrayal of the "wonderful achievements of the new age in science, literature, education, government, jurisprudence, morals, charity, religion and other departments of human activity, as the most effective means of increasing the fraternity, progress, prosperity and peace of mankind." Virtually it will be a series of congresses at which the greatest thinkers of the world will discuss, among other themes, the following:

I. The grounds of fraternal union in the language, literature, domestic life, religion, science, art and civil institutions of different peoples.

II. The economic, industrial and financial problems of the age.

III. Educational systems, their advantages and their defects; and the means by which they may best be adapted to the recent enormous increase in all departments of knowledge.

IV. The practicability of a common language, for use in the commercial relations of the civilized world.

V. International copyright and the laws of intellectual property and commerce.

VI. Immigration and naturalization laws, and the proper international privileges of alien governments, and their subjects, or citizens.

VII. The most efficient and advisable means of preventing or decreasing pauperism, insanity and crime; and of increasing productive ability, prosperity and virtue throughout the world.

VIII. International law as a bond of union and a means of mutual protection; and how it may best be enlarged, perfected and authoritatively expressed.

IX. The establishment of the principles of judicial justice, as the supreme law of international relations, and the general substitution of arbitration for war in the settlement of international controversies.

The Site Agreed Upon.—Jackson park, where the greater number of the Exposition buildings are to be, is beautifully situated on the lake shore seven miles southeast of the City Hall, and embraces 586 acres. Washington park is a mile or more nearer and has 371 acres. Midway Plaisance has 80 acres. Thus a total of 1,037 acres is available for the Exposition. The spacious grounds of the Washington Driving Park Association, adjoining Washington park on the south, will be used for certain stock exhibits. Upon these parks previous to their selection as the World's Fair site $4,000,000 was spent in laying out the grounds and beautifying them by lawns, flower-beds, shrubbery, etc. The Exposition people will spend more than $1,000,000 in their further preparation. The contract for grading alone has been let at $397,000. These parks are connected with the center of the city and with the general park and boulevard system by more than thirty-five miles of boulevards from 100 to 300 feet in width. A description of the parks and boulevards will be found elsewhere in this volume. The projected improvements include additional walks and driveways, lakes, canals, fountains, statuary, a pier extending 1,500 feet into the lake, etc.

Special Attractions.—Among the many special attractions contemplated, which are outside of what may be considered the regular range of exhibits, may be mentioned a tower higher than the Eiffel, an $800,000 water palace, a naval exhibit including a reproduction of the Columbus fleet, a mine several hundred feet deep, pleasure boats propelled by electricity, captive balloons, a reproduction of an ancient Roman dwelling of the time of Pompeii, a Japanese village, a National portrait gallery, a band congress, and a children's chorus of 1,000 voices. Attractions of this sort will be chiefly of a private or semi-private proprietorship, as was the Eiffel tower at the Paris Exposition.

Transportation.—The facilities for reaching the Exposition from all parts of the city will be greatly increased by the time the opening occurs. They will include steam, electric and horse railways, cable cars, elevated roads, an extensive carriage and cab service, steamboat lines on the lake, and, perhaps, other means. An enormous attendance is anticipated, and it is the intention to provide not only ample transportation facilities, but every accommodation on the grounds for the convenience and comfort of visitors, no matter how numerous they may be.. Police regulations will be as perfect as they can be made.

Headquarters.—The headquarters of the World's Columbian Exposition are, at present, in the Rand-McNally building on Adams street, occupying three of the great floors. There are the offices of the National Commission, the Local Directory, the Lady Managers, the World's Congress Auxiliary, the chiefs of the several departments, committee rooms, etc., etc. No business house in the city presents more the appearance of a hive of industry than do the Exposition offices. The department of publicity and promotion is most busy of all. Upon it devolves the work of placing the Exposition—its purpose, scope, condition, prospects, and expected beneficial effects—favorably before the eyes of the civilized world. Scarcely a day passes on which less than from 2,000 to 3,000 mail packages, containing information on the above points, are sent out from this department.

[*See Flinn's Hand-Book of the World's Columbian Exposition, for full information concerning the above; also illustrations relating thereto. For sale everywhere.*]

ATTRACTIONS OF THE EXPOSITION, ETC.

A description of the thousands of attractions proposed and secured for the World's Columbian Exposition, together with information of a general character for the exhibitor and the visitor, with a guide to the Exposition grounds, full descriptions of buildings, etc , require a volume. Such a volume has been compiled by Mr. John J. Flinn, compiler of the STANDARD GUIDE TO CHICAGO. It is called the " Hand Book of the World's Columbian Exposition," and consists of about 400 pages, profusely illustrated with beautiful engravings (specimens of which appear in this volume) of every building on the Exposition grounds, with scenes and miscellaneous information concerning the World's Fair and contains thousands of facts of interest to the visitor. In addition a large amount of matter is contained in this volume covering the various other attractions of Chicago. The whole is supplemented with a condensed Guide to Chicago, which must prove invaluable to the stranger. This volume is on sale everywhere throughout the civilized world.

HAND BOOK

OF

The World's Columbian Exposition

WRITTEN AND COMPILED BY

JOHN J. FLINN

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PART V.

THE GUIDE.

Before your train reaches the city you will be approached by one of Parmelee's agents, who will, if you desire it, take up your railroad baggage checks, giving you receipts for the same, and undertake to deliver your trunk to any hotel or any part of the city within the old limits for fifty cents. Each additional trunk, twenty-five cents. For fifty cents additional he will give you a ticket which will entitle you to transfer by omnibus to any other railroad depot, or to any hotel in the center of the city. The Parmelee company is perfectly responsible and its agents may be trusted fully. The stranger arriving in Chicago for the first time, if in doubt as to the course to be pursued, in leaving the train should consult the uniformed depot agents, or depot policemen, who may be depended upon for reliable information. Hansom cabs, coupés, hacks, carriages, etc., stand outside every depot. Before entering a vehicle make an arrangement with the driver, in order that there may be no misunderstanding afterward.

Hack and Cab Rates.—The rates of fare for hacks, according to city ordinances, are as follows:

For conveying one or two passengers from one railroad depot to another railroad depot, one dollar.

For conveying one or two passengers not exceeding one mile, one dollar.

For conveying one or two passengers any distance over one mile and less than two miles, one dollar and fifty cents.

For each additional two passengers of the same party or family, fifty cents.

For conveying one or two passengers any distance exceeding two miles, two dollars.

For each additional passenger of the same party or family, fifty cents.

For conveying children between five and fourteen years of age, half the above price may be charged for like distance; but for children under five years of age, no charge shall be made—providing that the distance from any railroad depot, steamboat landing or hotel to any other railroad depot, steamboat landing or hotel shall, in all cases, be estimated as not exceeding one mile.

For the use per day of any hackney coach or other vehicle, drawn by two horses or other animals, with one or more passengers, eight dollars.

For the use of any such carriage or vehicle by the hour, with one or more passengers, with the privilege of going from place to place and stopping as often as may be required, as follows: For the first hour, two dollars; for each additional hour or part of an hour, one dollar.

Every passenger shall be allowed to have conveyed upon each vehicle, without charge, his ordinary traveling baggage, not exceeding in any case one trunk and twenty-five pounds of other baggage. For every additional package, where the whole weight of baggage is over one hundred pounds, if conveyed to any place within the old city limits, the owner or driver shall be permitted to charge fifteen cents.

Rates of fare for hansom cabs and other one-horse vehicles are regulated by city ordinance as follows:

The prices or rates of fare to be asked or demanded by the owners or drivers of cabs or other vehicles drawn by one horse or other animal for the conveyance of passengers for hire shall be not more than as follows:

One mile or fraction thereof, for each passenger for the first mile, twenty-five cents.

One mile or fraction thereof, for any distance after first mile, for one or more passengers, twenty-five cents.

For the first hour, seventy-five cents.

For each quarter-hour additional after first hour, twenty cents.

For service outside of city limits and in the parks, for the first hour, one dollar.

For each quarter-hour additional after the first hour, twenty-five cents.

The provision regarding amount of baggage allowed free, and rates of charge for excess is the same as in the Hack Ordinance.

The following rates of fare should be posted conspicuously in every Hansom cab:

One mile or less, for each passenger, twenty-five cents.

Each additional mile or fraction thereof, one or two passengers, twenty-five cents.

For one stop or wait of not over five minutes no charge will be made.

For over five minutes, or more than one stop or wait, ten cents will be charged for each ten minutes or part thereof.

Packages too large to be carried inside will be charged ten cents.

For one or two persons, per hour, within four mile limit, seventy-five cents.

For each quarter-hour additional, or fraction thereof, twenty cents.

For one or two persons, per hour, outside four-mile limit, also Lincoln Park, one dollar.

For each quarter-hour additional, or fraction thereof, twenty-five cents.

When continuous stop of one-half hour or more is made, the charge per hour will be at the rate of seventy cents. When service is desired by the hour, it must be so stated at the time of engaging the cab, otherwise the distance rate will be charged.

Hour engagements, when the cab is discharged at a distance of over half a mile from the stand, the time necessary to return to the stand will be charged for. No time engagements will be made for less than the price for one hour.

In case of attempted imposition or exorbitant charges on the part of the driver, pay him nothing until you shall have called a policeman. The city of Chicago guards the interests of strangers closely and jealously, and no imposition will be tolerated. Do not compromise the matter "in order to save trouble." The welfare of strangers generally require that each one shall refuse to accede to unjust demands.

HOTELS AND BOARDING HOUSES.—The hotels of Chicago are of great number and variety. The largest and grandest of them are described elsewhere. [See Hotels.] It would be impossible to tell the stranger just where to stop. A great deal depends upon the taste and means of the visitor. The rates charged by the respectable hotels of Chicago run all the way from $2.00 to $5.00 per day, depending in great measure upon the hotel selected, and upon the location of rooms. Good rooms at the leading European hotels, or hotels where rooms and meals are paid for separately, can be obtained for $1.00 per day. Restaurant meals may be had at from 25 to 50 cents. Hotel meals are served at from 50 cents to $1.00. Should you prefer a private boarding house, you will have no difficulty in finding one, where you may procure a room and board at from $4.00 to $10.00 per week. At the latter figure excellent accommodation may be obtained in any of the best neighborhoods of the city. Boarding houses may be found advertised in large numbers in the daily newspapers. If you advertise for a boarding house you will receive a large number of responses. Select some place, if possible, south of Twenty-second st. and east of Wabash ave.; don't be afraid of going south; north of Chicago ave. and east of La Salle ave.; don't be afraid of going north, west of Ashland ave. and south of Madison to Jackson, or north of Madison to Park ave.; the farther west the better. Having installed yourself at a hotel, a boarding house or at the house of a friend, and put your affairs in order, you will doubtless be prepared and even anxious to see the city. If you will follow me during the next thirty-one days, I will try to show you every thing of interest, and give you all the information I have been able to collect concerning the places we visit and the sights we see.

FIRST DAY.

We will make the City Hall our starting point, for the reason that it is one of the most central, as well as one of the most prominent, structures in the city. This building and the Cook County Court House, adjoining, stand upon the site of the first Court House erected in Chicago, and also upon the site of the Court House destroyed in the great fire of 1871. The old Court House stood in the center of the block, and was surrounded by a green lawn, in the nature of a park. It was a handsome building as buildings went in those days, and had a tower in which there was a clock and a great bell. This bell rang out in doleful peals on the fatal Sunday night in October, 1871, almost up to the moment the tower became enveloped in flames. After the fire the bruised and battered bell was taken from the ruins by an enterprising firm and worked up into souvenirs—watch charms, breast pins, etc., which found a ready sale and commanded good prices. So great was the demand that several hundred tons of old bell metal were consumed in supplying it before the intelligent public began to suspect that there was anything wrong. The foundations of the new Court House were laid in 1876. The labor troubles incident to the hard times in 1877 induced the city government to begin work on the City Hall in that year. The building was commenced under the administration of Mayor Heath and finished under the administration of Mayor Harrison. It is a stately pile, as you perceive, and its architecture would be called Grecian by a person not over particular in regard to such matters. Although its general style has been subjected to much severe criticism, it is something in its favor to say that, notwithstanding the numerous magnificent piles which have been erected in its neighborhood during recent years, it is still the most striking and, altogether, the handsomest structure in the city. These remarks are applicable, of course, to the Court House, which in design and finish differs very little from the City Hall. If anything, the Court House is a little the handsomer of the two, because the city was retrenching when the City Hall was being constructed, and a number of costly details which entered into the Court House were dropped. The City Hall building as it is to-day cost, exclusive of the ground upon which it stands, very nearly $1,800,000. The cost of the Court House exceeds this figure by nearly $1,000,000, but that much money additional didn't go into the structure. A great part of it was used in bribery, in election expenses and in riotous living. If the walls could speak they would tell the story of the most corrupt period in the history of Cook county politics. Some of the living ex-county commissioners, by the way, could, if they felt inclined, tell it just as well. But this is a digression. The City Hall occupies half the block bounded by Washington st. on the south, Randolph st. on the north, La Salle st. on the west, and Clark st. on the east. We enter it from the Washington st. side, passing into the tunnel-like corridor which runs the entire length of the basement from Washington to Randolph st. The first offices to our left are those occupied by

The Health Department.—Here the Commissioner of Health, a gentleman appointed by the Mayor, is in charge. He has a large and expensive corps of assistants, as you have learned from this volume already, and from these rooms the sanitary condition of the city is supposed to be regulated. The Health Department looks after our back-yards, our back alleys and our back streets, where nobody else appears to be interested. It also takes a peep into our great factories, sees that work-shops are not over crowded, and protects the better classes from infection arising out of the districts occupied by the other classes. It also vaccinates us on demand, and sends us to the small-pox hospital at times, if we have neglected the modern precaution of inoculation. But small-pox in Chicago is very rare, and the "pest house" keeper of late years has been living a life of ease and drawing the salary of a sinecure. If you will step inside they will tell you that Chicago is the healthiest city on earth. Only eighteen out of every thousand of us die or get run over or fall down elevator shafts every year. Just across the corridor to your left is

The City Detective Office.—The people, and more especially the newspapers, of Chicago are inclined to be cynical. You will probably hear that the city detectives are organized for the purpose of allowing criminals to escape, and that the safest place for a thief is under the very nose of one of the municipal sleuths, but you must pay no attention to this kind of talk, for, while the detectives capture thousands of rogues every year, they are seldom spoken of unless in connection with the escape of some criminal. The city detectives do a great deal of really creditable work every year that the public is never informed of. The real clever men in the detective department are modest and unknown, so that when somebody points out to you on the street a person with the make-up of a Vidoq and calls him one of the shrewdest sleuths on the force, you may assume that this person is a detective for parade purposes only. Inside the detective department is the "sweat-box," where criminals or suspected criminals are subjected to the "pumping" process before they are regularly committed. Some outrages have been committed in this same "sweat-box," and it isn't popular with the people. It smacks of the inquisition, and the methods sometimes pursued in "pumping" prisoners are repugnant to the American idea of fair play. The detectives dress in plain clothing. They are generally picked from the police force proper and are presumed to be intelligent men. Across the corridor to the left is the

Central Detail Station.—This is in reality a sub-station of the First Precinct, but at the same time, by reason of its situation, is the most important police station in the city. In olden times—that is, about twenty-five years ago—when Lake st. was the leading retail thoroughfare of the city, the handsomest men on the police force were detailed for duty upon its crossings. These men composed what came to be known as "The Lake Street Squad." Later on, as the city grew and other streets became as great as Lake and even greater, additional details of a like character were drawn from the force proper. Then the railroad depots and bridges demanded men. Finally the various squads were consolidated into the Central Detail. The police of this detail perform day duty in the center of the city, exclusively. They have charge of the bridges, railroad depots public places generally and street crossings. In the night they are relieved by patrolmen from the First Precinct Station. There is a procession of visitors to the Central Detail Station all day long. The great majority of minor crimes are committed in the business district. Pick-pockets, sneak thieves, confidence men, etc., arrested by the detectives, are brought in here. Here also reports are received from all the precinct stations. We are shown into

The Reporters' Room—Where reporters of the city press may be found from morn to midnight and from midnight till rosy morn, waiting and watching for the reports which come over the telephone, or are handed in by special messengers from the various precinct stations. Here the first news of accidents, murders and crimes generally is received. When a crime or accident of unusual importance is reported the representatives of the press immediately notify their city editors by telephone, and are relieved of further responsibility, as men are dispatched from the newspaper offices to the scene of the occurrence. Minor affairs only, as a rule, are followed up by the police reporters, who are expected to remain at or near their posts constantly until relieved. Many of the leading journalists of the city have begun as police reporters. The Central Station is a great school for newspaper men, as there is an opportunity here of becoming acquainted with every phase of metropolitan existence. Along the corridor various other offices are devoted to the affairs of the police department, but the work done is principally clerical and uninteresting. To our left as we move toward the north are the

Fire Alarm Offices.—These are interesting to visitors. Here all alarms of fire are received, and from these offices all alarms are sounded on the gongs of the numerous engine-houses and the alarm bells of the city. The apparatus as you see is beautiful; its operation is marvelous. At first sight, all those instruments of shining brass and nickel, ever maintained at the highest state of polish, may appear complicated, but to the operators they are simplicity itself. While you are looking on, the simple turning of a switch may arouse the entire fire department, and for that matter the entire city; but you have no knowledge that perhaps a neighborhood is in a state of panic, for the silent fluttering of a hand on one of the dials or the almost imperceptible clicking of an instrument no larger than your hat are meaningless to you. While the fire department is battling with the "demon destroyer," as the country reporter loves to call it, and a howling, crazy mob is being held in check by the police, the operator sits here in peace and quiet, waiting for the "out" signal, which is sometimes too long delayed for the good of the public and the happiness of the fire insurance companies. We can spend an hour in here very pleasantly and very profitably, if the operators are not too busy to talk. We walk to the end of the corridor, ascend one flight of stairs to the first floor, and move toward the south along a higher and a brighter corridor. To our left is the

City Collector's Office—Where clerical work only is performed, the city collector being a person who has much to do with licenses, brewers and saloon-keepers, but across the hall are

The Water Offices—Several in number, and all more or less crowded during business hours. Here we pay our water rates, make complaints about leakages, arrange for supplies, etc. Turn back to "Water Works" in this book, notice the revenues of the department, and you will comprehend what an immense amount of business all these clerks transact every day. A little further on are the offices of the

Department of Public Works.—Here the entire machinery connected with the public works of the city of Chicago is operated. This includes so much that it would require half a day to tell you all about it. The Public Works Department, however, cares for our streets, our sewers, our bridges, our viaducts, etc.; besides, it plans and executes all improvements, and supervises the operation of corporations, such as street car companies, gas companies, electric companies, etc., whenever these corporations are granted franchises to tear up or occupy our streets, and that means a great deal more than you will be able to understand during a brief visit to Chicago, for private corporations are granted privileges here that they would not dare ask perhaps in the city you came from. Turning to the left, into the passage leading toward the Court House, we come to

Police Headquarters—Where we find the superintendent, assistant superintendent and other general officers of the force. From these offices the police department is managed, and, generally speaking, well managed. Passing along we come to room 32, the

Mayor's Offices.—There is a large outer office and a smaller inner office. In the former we find one of the Mayor's private secretaries, and it depends entirely on the disposition of this young man whether we find the Mayor in the latter. If this privilege is accorded us, we find a man of the ordinary Chicago stamp—a business man, perhaps, or a business man turned politician. He is not robed in scarlet, nor wigged in tow. He wears a business suit, has on a business smile, and gives us a business salutation. Although the chief executive officer of one of the grandest cities in the world, he may, if his digestion be good to-day, shake you by the hand like an ordinary mortal. For it is one of our prime characteristics in this glorious country to seem less than we are. We can be dignified without being insolent. This is something the small officials of your European cities have yet to learn. The Mayor of Chicago is a busy man. Let us leave him. Next door is

The Comptroller's Office—Where the finances of the city are accounted and kept in order. The comptroller, though not the custodian of public money, is supposed to know just where it is, what the city's resources are, how its credit stands, etc., etc. Across the hall from him are the

City Clerk's Offices—Where the accounts of the municipality in all their multiformity are supposed to be accurately kept. Up another flight of stairs and we are on the Second Floor, where we find offices given over to the various bureaus of the

Public Works Department, Sewers, Drains, Buildings, Maps, etc., etc., and in the lateral corridor are two court rooms, occupied by a Superior and Circuit judge, respectively. The floor above is given up partly to the Law department, and partly to

The Public School Department.—Here is the Board of Education Chamber, the superintendent's office, the manager's office, the secretary's office, etc. We can get here a great deal of information about our public school system. There are offices on this floor also for the accommodation of special teachers in music, drawing, etc. A large chamber on this floor is also reserved for the Board of Election Commissioners. On the Fourth Floor is

The Council Chamber—A large and handsome assembly room, where the sixty-eight aldermen meet and legislate for the people. The remainder of this floor is occupied by

The Public Library, which is described in this book. We will be able to spend the remainder of the day very pleasantly here, if we can interest the librarian or one of his assistants in our behalf. There are more books circulated by this library now than by any other in the United States, not even excepting Boston's. The collection of books is very complete and is being added to annually. At the present rate of increase we will have one of the largest libraries in the world within a very few years. I have not called your attention to the crowds in the City Hall, because it wasn't necessary. You have been jostled by them at every stage of our trip. What so many men are doing here all day long I can't tell you, because I don't know. But they are to be found here every day, hanging around the corridors, with no apparent aim in life, and, judging from the faces of most of them, without much hope in a hereafter. A great many of them are political "wire-pullers," "workers in the wards," "friends" of the office holders, etc. The fact that they have some connection in some mysterious way with men occupying influential positions prevents the police from arresting them on charges of vagrancy.

SECOND DAY.

We meet again at the City Hall, and, if you wish, we will take a look at the cells in the basement, also at the collection of stolen goods in the hands of the custodian. This will not require much time, because the cells are not very numerous here nor is the custodian's collection particularly interesting. We will go over to the Court House, entering this building also from the Washington street side. And here it might be remarked that the main entrance to the Court House is up a flight of granite steps in the center of the structure on Clark street. The main entrance to the City Hall is by a similar flight of steps on La Salle street. Both entrances are grand in proportion and beautiful in design. But it is more convenient to begin at the very bottom. We enter another tunnel-like corridor, and, before proceeding farther, I might as well tell you that the entire building is occupied by the various county officers and courts; that, immense as it is, it fails to accommodate all of them, some of the offices and courts being located in the Criminal Court building on the North Side, and that two additional stories are to be put on this building before the close of 1892. How it will look with two more stories I don't know. It is claimed that the symmetry of the structure will be destroyed. Certain it is that if two stories are not also added to the City Hall the latter building will present an extremely dumpy and unsatisfactory appearance. The original design was never carried out. There was to be a great dome over the united buildings. The city and county failed to agree to the expenditure of the requisite money, and the dome was dropped out. With a six-story Court House and a four-story City Hall, of course a dome in the future will be out of the question, unless the City Hall side of it is to be supported on props. This might be picturesque, but it would hardly be considered in the light of an artistic triumph. Yet, Chicago has passed through so many ordeals unscathed that we have reason to hope that the Court House-City Hall question will be settled to everybody's satisfaction in the end. Passing a number of uninteresting county offices we come to the

County Recorder's Office –Where all transfers of real property in Cook county are registered. As settlement of questions of ownership must finally be determined by the records of this office, its importance will be understood. The great fire of 1871 destroyed all the records of Cook county, and it was a herculean task to restore them. The most important of these records, of course, were those upon which the ownership of real estate was established, or proved. Many thousands of deeds were also lost in the great fire, so that endless confusion and litigation might have resulted had there not been in existence here private institutions which kept abstracts of all land or real estate titles. [See Abstracts of Title.] These assisted very materially in straightening things out, and with the aid of experts in the business the county was soon in possession once more of complete records. The business of the Recorder's office is extremely dry and tedious, yet you will be interested in watching the people who are constantly handing in deeds and mortgages through a little window to be recorded, and constantly receiving them through another little window after they have been recorded. Most of them are lawyers, lawyers' clerks, real estate dealers and money brokers. Passing other offices of minor importance, we come to those occupied by

The Sheriff—At the extreme northeasterly corner of the building. The sheriff is elected by the people, as perhaps you know, and has the peace and good order of the county in his especial charge. Yet, as the city of Chicago covers the greater part of the county just now, or, at least, the most important part of it, the police duties of the sheriff are rather limited. He looks after the jail and the courts, his deputies being, as it were, like the sand on the sea-shore. The bailiffs are his underlings, and the litigant is his victim. From the sheriff's offices all summonses of the State courts are served. One of the duties of this official is to hang a man, for example's sake, periodically. But he does this by contract, as he does nearly everything else, from the feeding of jail prisoners to the suppression of public tumults. In the basement, near the sheriff's office, we also find

The Coroner's Office.—The coroner has a number of deputies [see Coroner's Inquests], and in a big city like Chicago they are all naturally kept busy. There are sudden deaths, suicides, deaths from accident, homicides and murders to be investigated, and the coroner and his deputies must be on hand before the funerals take place. The deputies must be acquainted with all languages and must speak many of them, the English tongue, strange as it may appear, being the least requisite in the transaction of their business. This might be explained easily by saying that the great majority of the working people of the city, among whom accidents are the most frequent, are foreigners. Climbing a flight of stairs we reach the first, or main floor of the Court House. Here

The County Clerk's Office invites our attention, because of the multitude of clerks we see inside nearly every one of whom wears a light blonde moustache. The fact that the county clerk is invariably a German or an Irishman, perhaps accounts for this. The clerks are nice young men, as a rule, and will answer any questions you may put to them, if they understand your language. In the county clerk's office we find the marriage license clerk. [See Marriage Licenses.] It will be interesting to remain here an hour and take note of the persons who apply for legal permission to wed. Most of them are gawky young men. Why they should be gawky it is hard to say, but a young man who is naturally easy in his manner becomes a gawk when he has any business of this kind on hand. He isn't used to it, and he is afraid that something will happen to prevent the consummation of his wishes. Many are widowers who are willing to take another risk, and not a few are men who have been divorced for cause. He is a very rare sort of man who can not somehow, somewhere or sometime find a mate, and we see here all sorts and conditions of male humanity—from the bandy-legged to the hump-backed—who have proposed and have been accepted. Our next stopping place is

The County Treasurer's Office.—I will have to ask you to refer to the index that you may acquaint yourself with the condition of Cook county finances. This is no place for dry details, nor for figures. We pay our taxes here; we pay a great deal of money into the County Treasurer's hands for taxes every year, and he pays a great deal out to meet the current and other expenses of county government. If all the money received and paid out had been honestly applied during the past twenty-five years, we might have had a gold-burnished dome on the top of the City Hall and Court House buildings to-day, besides a number of other things equally desirable if not quite so ornamental. But the tax-payers are not grumbling. In view of all the circumstances they congratulate themselves that even a small percentage of the revenue has been used for public purposes. Of late years the stealing has not been so great, principally because the opportunities have not been so numerous. The County Treasurer's office is one of the most interesting in the Court House, for here we find people who have, by honest toil and industry, secured solid property, cheerfully, though not voluntarily, contributing their share towards the payment of public expenses. Men and women, old and young, are here, native and foreigner, with their tax bills in one hand and their purses or rolls of money in the other, awaiting their turn in the long lines that radiate from the different windows. Going up another flight of stairs we find ourselves among

The Courts.—Including the County and Probate courts there are nineteen halls of justice in the Court House. Some of these are Superior and some Circuit courts. The difference between them you would not appreciate if told. They have practically equal jurisdiction. Only the civil courts, however, are held here. The criminal courts are held on the North Side in the Criminal Court building. The court rooms, together with the Superior and Circuit court clerk's offices, occupy the second, third and fourth floors of the Court House. The court rooms are all handsomely finished. They are generally crowded. If you see one you see all. Saturday is given over to divorce cases in the Superior courts, and, if your taste lies in that direction, you might spend a highly enjoyable day listening to the testimony and looking at the complainants, witnesses and other spectators. The court crowd is always a motley one, and mostly a rather interesting one. There are men and women who, like little Miss Flight, spend day after day in these courts, with no other object in view than the satisfaction of an insane or an idle curiosity. They will listen to the dreariest testimony with a degree of interest that fills the wearied juror and jaded judge with shame. On the top floor of this building is the Law Library [see Law Institute], which is well stocked with legal literature and works of reference for the common use of members of the bar. We will look through the courts, and, if you wish, listen to some of the testimony or to the monotonous drawl of some attorney who is citing 17 New York 438, or 14 Arkansas 139, and after that you will be tired enough to go home. I'll meet you on the La Salle street steps of the City Hall in the morning.

THIRD DAY.

To-day I propose that we shall begin on Lake street and walk south on La Salle street toward the Board of Trade We will not be able to reach that building by night, for there will be many attractions to detain us on the way—among them some of the grandest and greatest buildings on the globe. But we can begin to-morrow

[Engraved for The Standard Guide Company.]
PRESBYTERIAN CHURCH, PULLMAN, CHICAGO.
[See "Great Industries."]

where we leave off this evening. La Salle is now and has been for many years the money street of the city. It is a street given over almost exclusively to banking, brokerage, insurance, real estate and general office purposes. Dearborn street is its only rival. It is safe to say, that there is a greater amount of business transacted on La Salle than on any street in the city. All this business, outside of the transactions in the Board of Trade, is done in offices, and to meet the demand for offices the immense and elegant structures which line the street on either side were erected. Before reaching these, however, we must notice

The Marine Building.—On the northeast corner of Lake and La Salle, not so much on account of its size or beauty, but because of the associations connected with it. The building was originally erected to accommodate "The Marine Bank," at one time a great financial institution, at the head of which was the late John Young Scammon. Mr. Scammon came out of the great fire with wealth, went heavily into real estate operations, purchased a newspaper, was interested in every enterprise of importance, and went under in the panic of 1873, when the Marine bank failed, and his property was scattered to the four winds. Before his death, however, he had recovered from the blow, and regained a great part of his fortune. The building, which has recently been enlarged and reconstructed, is owned by the Marine Association, which is composed of Charles L. Hutchison, Henry C. Durand, John H. Dwight and C. H. Hamill. It is a seven-story structure, architecturally ornate and perfect in all its appointments and conveniences. To our right, near the mouth of the tunnel, we come upon a three-story building, No. 49, under the cornice of which we see the name

Jackson Hall.—This was "Long" John Wentworth's contribution to the rebuilding of Chicago. It will not be deemed unkind to the memory of the dead, but rather the statement of an historical fact, when I tell you that perhaps there has never lived in Chicago a man with the means of doing much within his grasp who did less for the material benefit of the city than "Long" John Wentworth. And it would not be worth while to speak of this here were it not for the other historical fact that during the greater part of his life-time "Long" John Wentworth talked like a man who had built this city at his own expense and presented it, ready-made, to the public. On the opposite side of the street, across the mouth of the tunnel, is the Metropolitan block, a fine building of the fire period, but hardly up to the present standard. Just over the way, No. 48, is the office of the Spalding Lumber Company. Here you will see, at his desk in a little ante-room, the Hon. Jesse Spalding, millionaire lumberman, formerly collector of this port; at present one of the government directors of the Union Pacific railroad, and a man of great prominence and large influence on the republican side of politics. A plain man is "Uncle Jesse," as he is familiarly called, and as hard a worker as you will find on the street. "Uncle Jesse" and Uncle "Phil" Armour—the 20-millionaire, whom we will see farther down—are great chums and mutual admirers. A genuine regard, bordering upon schoolboy affection, exists between them. These two men might have left off work ten years ago with fortunes large enough to make themselves and their families comfortable during all the years of their lives, but they are happier at their desks than they could possibly be anywhere else. On our right, at the southwest corner of Randolph street, is the remodeled Lafayette building, where you will find a number of ocean steamship agencies and the French consul. On the opposite side of the street, for an entire block, is the La Salle street front of the City Hall. To your right, on the corner of the alley, is the

Merchants' National Bank—which occupies a building made notorious in 1877 by the failure of the State Savings Institution, of which D. D. Spencer was president. The failure of this bank caused great distress among a very large number of industrious working people, and resulted in two or three suicides. Spencer fled to Europe, and lived in the vicinity of Stuttgart for several years. He returned to Chicago recently, a broken-down man. The failure of the State Savings Institution was followed by the closing of the Fidelity Savings Bank, the Merchants', Farmers' and Mechanics' ("Bee Hive") Savings Bank, and some others, and brought savings institutions generally into disrepute. The bank at present occupying the building is one of the most substantial in the country. [See Merchants' National Bank.] On the northwest corner of Washington street is the Merchants' building, in which is located the

National Bank of America—one of our leading banking houses. [See National Bank of America.] The Merchants' building was erected shortly after the fire, when sandstone was the favorite building material, and when it was customary to carry the main floor to some height above the street level. It was one of the finest buildings in the city until the new era of architecture set in. Directly across Washington street, on the next corner to our right, is the

Union Building.—This structure is one of the most familiar in the city, because it is occupied in part as the central office of the Western Union Telegraph Company. Here are to be found the Atlas National Bank, the State Bank of Illinois (Felsenthal, Gross & Miller) and the International Bank—all reputable financial concerns. On the second floor are the offices of the Western Associated Press, from which news is distributed throughout the country. On the third, fourth and fifth floors are the general offices and operating rooms of the Western Union Telegraph Company. The headquarters of the Military Division of the Missouri were located on the fourth floor of this building for many years, and Gen. Phil Sheridan occupied the corner room of that story facing Washington and La Salle sts., from the completion of the building after the fire until his assumption of the generalship of the army. The Union National Bank occupied the corner of the first floor for a number of years, and it was during this time that W. F. Coolbaugh, its president, committed suicide at the foot of the Douglas monument. Across the street, on the southeast corner of Washington and La Salle, is the famous

Chamber of Commerce Building.—This structure occupies the site of the old Chamber of Commerce which was erected immediately after the fire and which was occupied by the Board of Trade until the great commercial edifice at the foot of the street was completed. The new Chamber of Commerce building is in many respects the finest commercial structure in the world and certainly one of the grandest office buildings in the United States. The property upon which it stands cost $650,000, and the building itself has cost Messrs. Hannah, Lay & Company, the owners, over $1,000,000. Standing upon the mosaic floor on the first story in the center of the building, throwing back your head and looking up, you will see twelve balconies with their bronzed railings rising in perfect symmetry above you. Away at the top and crowning this grand central court is probably the largest skylight in the world. It is a plate-glass arch thirty-five feet wide and 108 feet long, and its weight is supported on iron and copper frames which rest upon iron trusses. The frame is bronzed and finished handsomely. Through this mammoth window in the roof a perfect flood of light penetrates the central court, so that the interior of the building is almost as brightly illuminated as the exterior during the day. As you look up, if your neck will bear the strain, you will notice that not a post or a pillar is visible along the sides or between the twelve balconies, other than those at the north and south ends, the intervening stretch being perfectly clear and free from obstruction.

The twelve balconies are supported on the cantilever principle. There are 500 office rooms in this structure, every one of which is perfectly lighted. The thirteenth floor is finished as handsomely as the first. You will notice that the marble used in the wainscoting from top to bottom is perfectly matched, the grain running through from slab to slab as perfectly as it did in its native Italian quarry. All of this marble was quarried in Italy and finished in Belgium for this building. The mosaic floors contain billions of separate marble blocks, and present a beautiful as well as a novel sight to the visitor. The ceiling of the main entrance is a charming bit of mosaic work; the bronze railings and elevator shaft gratings are all highly finished. Eight passenger cars and two great freight cars are constantly moving up and down between the thirteen stories of this magnificent structure. We will go to the top, the time consumed in the trip being a minute and a quarter, counting stoppages. Looking down, the people on the floor of the court below seem like pigmies. The height makes us dizzy and we move away from the bronze railing fearing that the natural but unaccountable temptation to throw ourselves over it may gain the mastery of us. The Chamber of Commerce building is a city within itself. There are more people doing business inside its walls than you will find in many prosperous towns, and the amount of business transacted here daily equals that done in some of the most pretentious communities in the country. Every branch of commerce and nearly every profession is represented here. We can spend a couple of hours here very pleasantly, strolling along the different balconies and taking observations of the multitude of people who are constantly streaming into and out of the elevator cars. Leaving the Chamber of Commerce, we find that it is almost noon, and we will take a lunch at Kern's, across the way, or at Kohlsaat's, on the corner of the court, east of the Chamber of Commerce building. In either place we will witness an interesting sight. Thousands of business men, clerks, etc., flock to these and similar restaurants in the business center daily, where they partake of hasty luncheons, made up principally of sandwiches, pie, coffee and buttermilk. The food is generally well prepared, but it is eaten with a haste, as a rule, which does much toward ruining the health and souring the dispositions of our people. As we move down La Salle st., after luncheon, we pass, on our right, the

Mercantile Building.—Here we find the old and respectable banking house of Greenebaum & Sons [see Greenebaum & Sons], and on the corner of the alley just south the other equally respectable banking house of A. Loeb & Bro. Lower down, on the northeast corner of La Salle and Madison sts. is the Metropolitan National Bank [see Metropolitan National Bank], and across the street from this, on the northeast corner, is the beautiful

Tacoma Building—towering above its surroundings to the dizzy height of twelve clear stories. This was among the first of the modern sky-scrapers erected in Chicago. The corner which it occupies was for years covered by a tumble-down brick building put up in haste after the fire. It was wiped out to make room for the "Tacoma." We must spend an hour in this building going to the top by elevator and walking down. From the twelfth story we are able to obtain a splendid bird's-eye view of the city, and we can see far out on Lake Michigan, if the smoke isn't too dense. This is a colony of offices. [See Office Buildings.] What all the people who occupy the offices; do, will be a source of wonder to the visitor throughout this and several other trips but as they are all compelled to pay high rentals it is presumed that they are doing something to coax the almighty dollar in their direction. Otherwise they would seek cheaper quarters or establish themselves on the curb-stone in front. Crossing Madison st. we find on the southwest corner the

Otis Building.— The building belongs to a branch of the Otis family, a family, by the way, which owns some of the most desirable real estate in the city. It is a building of the fire period, not up to present requisites, although by reason of its central location it is well and profitably tenanted. On the southeast corner is the

Major Block, another fine structure of the same period. For years this ranked as one of the finest buildings in the city. In any other city it would rank as a great building now, but it is overshadowed by the giants in its neighborhood. Just east of the Major Block, on the corner of Arcade court, is to be erected the new

Y. M. C. A. Building.—Plans for this structure have already been drawn. The lot upon which the building is to be erected adjoins the present property of the Association which fronts on Madison st., in the rear. This lot has a fifty-two feet frontage on La Salle st. and 185 feet frontage on Arcade ct., all but seventy-five feet of which is abundantly lighted, either by the street or a thirty-foot court. It is proposed to utilize about one-third of the space in the new building for association purposes and the remainder for offices. The ground floor on La Salle st. will be rented for stores. The Association will use two stories on the La Salle st. side and seven stories in the rear on Arcade ct. It will be a building within a building, the architectural arrangement providing for separate entrances on both sides for the Association and those who rent offices, so that the two classes of tenants will have no connection with each other. From the seventh or gymnasium floor, where the Association's rooms end, there will be a square light shaft 18x29 feet running to the top story, so that the interior of the building will resemble the Rookery in its facilities for light. The Andrews estate property purchase, with the present valuation of the land in the rear, now occupied by Farwell Hall, and the proposed cost of the new building, will make the entire investment fully $1,400,000. From this point south on La Salle st.

The People We Pass—are as interesting as the buildings. We are apt to be jostled against the famous produce and grain operators at any point now and we will not know it unless we have a previous acquaintance with their personal appearance. On this street many millionaires have their offices. That medium-sized and rather ordinary looking man who has just turned out of his way for us is

Sidney Kent—a man of great wealth, large brain and wonderful resources. You will be told of several of his transactions. That stout gentleman with the mutton-chop whiskers, rather reddish in color, is P. D. Armour. He is returning to his office from the club where he has lunched. That young man with the Jewish caste of countenance, bright eye and clean-cut movement of limb is Chas. L. Hutchinson, the youngest millionaire and one of the most intelligent men in the city. He gets more genuine comfort out of his wealth than most of them, for he is a cultured man and a devotee of art. You have heard of him in connection with the Art Institute. There are heavy men on all sides of us, and the assistants and employes of heavy men, but we must say a word about

Bryan Block before we go any farther, or we will forget it. Bryan Block is another of the back-number great buildings of the city. I very well remember that fifteen years ago it was pointed out with pride; now it isn't pointed out at all. It is occupied, however, by the agencies of great insurance companies, real estate men, bankers, brokers, etc., and its central location makes it one of the most valuable pieces of property in the city. Some day a great building will occupy the site, for the ground upon which it stands is far too valuable for a five-story edifice. Across the street is the old

Republic Life Building.—The insurance company from which it derived its name has long since gone out of existence. This building was used by the Custom House and United States courts for several years after the fire, or until the present government building was erected. Now it is an office building. Here are located the rooms of the Builders' Exchange and the Central Woman's Christian Temperance Union, as well as the offices of Dun's Commercial Agency. On the corner below, just east of the Republic building, is the only structure in the business part of the city which escaped destruction in the great fire. A slab is imbedded in the building informing you of that fact. It was not completed at the time, however, and its immunity was due to the fact that the bare walls alone were standing. There was no inflammable material on the inside. Now we will stop here for the day, in order that you may have an opportunity of inspecting the work upon the big building being erected on the corner diagonally opposite. I will tell you about this building in the morning.

FOURTH DAY.

I parted with you last evening on the corner of La Salle and Monroe sts., after suggesting that you make an inspection of the work going on at the corner diagonally opposite. This is the northwest corner of the streets named. Here a few years ago Mr. Marshall Field laid the foundations for a great office building. A legal dispute arose between him and his former business partner, Mr. Leiter, who owned property adjoining, the facts concerning which it is not necessary for you to know, and the work was abandoned. The lot was fenced in for three or four years, and finally the Woman's Christian Temperance Union secured a ninety-nine year lease of the property from Mr. Field, organized a syndicate with sufficient capital, and began the erection of a structure to be known as the

Temperance Temple.—The familiar name of this building now, however, is "The Temple." The Temple, as it now stands, is one of the sights of Chicago, and the equal of any one of the many magnificent structures that now adorn the city. In style it is a combination of the old Gothic and the more modern French. For the first two stories the material used is gray granite with a dash of pink running throughit. Above that is used pressed brick and terra cotta. This harmonizes nicely with the granite, taking on a tone and color the same, with the exception that it will be a darker pink. The frontage on La Salle street is 190 feet, while on Monroe it is ninety feet. In shape the temple is somewhat novel and might be likened to the letter H. It consists of two immense wings united by a middle portion or vinculum. On La Salle street is a court seventy feet long and thirty feet wide, and on Monroe street a similar one of the same length and eighteen feet deep. Facing the grand entrance and arranged in a semicircle are eight great elevators, and from the front court rise two grand stairways leading clear to the top of the building. A central hall extends north and south on each floor and a tranverse one also extends into the wings. The lower courts and halls are resplendent with marble mosaic paving, while plain marble is used in the upper halls. In height the temple is a "sky-scraper," extending thirteen stories towards the heavens. A peculiar and pleasing effect has been gained by causing the building line to retreat at the tenth story, where the immense roof, containing three stories, commences, breaking as it ascends into Gothic turrets. From the center of these turrets spring a fleche of gold bronze seventy feet high. This is surmounted by the graceful form of a woman, whose face is upturned and hands outstretched in prayer. On the granite around the grand entrance are carved the coats of arms of the various States of the Union. Upon the corner-stone is engraved the national legend of the W. C. T. U.: "For God, for Home and Native Land. 1890." On the reverse is the W. C. T. U. monogram and beneath, "Organized 1874." Such is the general appearance of this noble structure. The purposes for which it is utilized are manifold. On the lower floor are located three banks and a memorial hall to be known as Willard Hall. It is needless to say that the name is in honor of that great temperance worker, Frances Willard. The audience room will easily seat 800 people without the galleries and is as entirely shut off from the rest of the building as though it were not in it. The entrance is through a wide hall opening off Monroe street. It is an amphitheatre in shape and in the center will be a beautiful fountain. Nearly every window in it is a handsome memorial one, and from numerous pedestals rise the busts of illustrious persons who have lived and died for the cause of temperance. The hall and the entrance leading to it are used as tablets on which to inscribe the names of those who have subscribed the sum of $100 or over to the building fund. In a large vault opening off the hall will be kept a record of the work done in each State in the Union. In short, Willard Hall is intended to be to the temperance cause what Westminster Abbey is to England's great celebrities. The Woman's National Publishing House find headquarters there, as well as the W. C. T. U. Most of the building, however, will be rented and the income from this source it is estimated will be $250,000 a year. It might be mentioned that little wood has been used in the construction and the building is perfectly fire-proof. Work was begun in July, 1890, and the temple was ready for occupancy in the month of May, 1892. The entire cost was about $1,100,000. Further south on La Salle street, at No. 187, is the

Calumet Building—A magnificent modern office structure, and one of the first of the great buildings erected after the locating of the Board of Trade at the foot of the street. The Calumet would be a more striking piece of architecture to-day if it were not so close to some others which are still more striking. For instance, the

Home Insurance Building—At No. 205, just South of the Calumet, on the same side of the street. [See Architecture.] This magnificent pile was originally nine stories in height, but two additional stories were added in 1890-91, making it one of the tallest structures, as well as one of the most graceful, in the city. The grand entrance on LaSalle st. is one of peerless beauty—a veritable marble hall, and a portal such as no palace in Europe can boast of. The entire building from the first to the eleventh floor is wainscoted in Italian marble of the finest vein, and is beautifully matched and polished. Messrs. Ducat & Lyon have had the management of the magnificent edifice in charge from its inception to the present time. As you enter the building two flights of marble stairways face you, both leading to an entresol, on the right of which is the Union National Bank (see Union National Bank) and on the left the counting house of Armour & Co. The Union National Bank interior is perhaps the most beautiful in Chicago. There will be no objection to our taking a view of it. We are under the eye of the Bank's private detective from the time we enter, and even if we weren't there is no opportunity here for carrying away any of the funds, unless we have a check in our possession and can be properly identified. The money vaults and counters are all securely walled in behind glass, bronze and mahogany, only the president, cashier and assistant cashier being outside—the former in the rotunda, the latter in a private room to the right. The furniture and fixtures of this beautiful interior are the work of the well-known house of A. H. Andrews & Co. [See A. H. Andrews & Co.] Let us walk across the entresol and enter the counting house of

Armour & Co.—This is one immense office—taking in the entire first floor space of the north wing of the building. Did you ever see such a hive? There must be three hundred employes of all grades here, the majority of whom are writing at little desks arranged in a manner suggestive of the school-room. A great many of those who are not writing are managers of departments, and these are talking business to callers. And there is a perfect procession of callers. You can not see anybody unless you are announced by young men standing near the door. They call the person you want to see. The person you want to see has other callers and you must wait. The central figure in this great room, of course, is Mr. P. D. Armour. He sits at a table-desk to the left, and may be engaged in looking over a newspaper, or in conversation with a visitor or one of his department managers. Whatever he is doing he has a pleasant, benevolent, kindly expression on his face, and his face is the index to his character. The name of Armour & Co. is familiar to the people of all countries. It is interesting to notice with what perfect system the establishment is conducted. Of course we don't see the bustling side of it in the Counting House. We must go to the Stock Yards for that. [See Union Stock Yards.] The Northwestern Masonic Aid Association, of Chicago, the largest insurance company in Illinois, and the second largest similar organization in the world, has its home office in this building, occupying nearly the entire tenth floor, which is required for the accommodation of its immense business. Here is received and disbursed to the widows and orphans of its deceased members about $[illegible],000,000 annually. A visit to their offices will be of interest, for there can be seen the thorough system necessary to the successful prosecution of the business of life insurance. And the president, Daniel J. Avery, or the secretary, J. A. Stoddard, will give us a cordial welcome, for they invite inspection of their business. There are a number of banking houses in the Home Insurance building, beside safety vaults, etc., all of which are worth visiting. On the opposite side of the street, up one flight of stairs, in a plainly furnished office overlooking Adams street, we might find the millionaire, George L. Dunlap, who during recent years has practically retired from active service, although he is still a power in the money center. You can spend the remainder of the day on these corners. Perhaps you would like to go through the

Rand-McNally Building—Where the World's Fair headquarters are located. If so, you will find this to be one of the most magnificent structures in the world. The publishing and printing house of Rand, McNally & Co. started in 1856, since which date the remarkable growth of its map and book-publishing business has necessitated several removals and enlargements of quarters. Every time it has shortly found itself cramped for room, until the recent removal into the new building, 162 to 174 Adams st., which makes ample provisions for future expansion. This building is a model in size, convenience and durability, and absolutely fire-proof. It has ten stories and a basement, with a frontage of 150 feet on Adams st, extending back 166 feet to Quincy st. The framework is entirely of steel, the two fronts are fire-proofed with dark-red terra-cotta, in handsome designs, and the interior is fire-proofed with hard-burnt fire-clay, no part of the steel being exposed. In the center of the building is left a court 60x66 feet, having its outer walls faced with English white enamelled bricks. Owing partly to its great size, and partly to the fact that it is the first steel building in Chicago, besides being probably the largest and most complete building ever erected exclusively for the printing and publishing business, it is exciting a great deal of interest. Burnham & Root were the architects. The following facts concerning it illustrate in a striking manner the vastness and solidity of a modern commercial building. It contains 15 miles of steel-railway-65-pound rails in the foundation, besides the 12-inch and 20-inch steel beams. There are 12 miles of 15-inch steel beams and channels, 2½ miles of ties and angles in the roof; 7 miles of tie rods; 10 miles of Z steel in the columns; 12 miles of steam-pipe; 350,000 rivets and bolts; 7 acres of floors; the boards of which would reach 250 miles were they laid end to end. The foundations contain 1,000 tons of steel, while the beams, etc., will weigh 2,000 tons, and the columns 700 tons; making a total of 3,700 tons of steel in this giant structure. The offices of the various departments of the Columbian Exposition are accessible by elevator. Just now everybody from the Director General down is very busy, but that need not prevent you from looking around. They will answer your questions civilly—everybody is civil in Chicago—but don't ask too many at present. Perhaps you would prefer to drop into the

Insurance Exchange Building—Another magnificent structure, on the corner of Adams and La Salle, which is devoted altogether to banks and offices. Here a number of the leading operators on the Board of Trade are to be found. To-morrow we will begin by visiting the great building on the opposite corner.

FIFTH DAY.

It wouldn't be a waste of time if we were to give a week to La Salle st. alone, but as we must see the principal attractions of Chicago in thirty-one days it is necessary for us to move along rapidly. To-day, as I suggested last evening, we will begin with the

Rookery Building.—How it came by this odd name is explained in the "Encyclopedia." You will also find some interesting facts in regard to it under the head of "Architecture." Chicago people are not exactly settled in their minds as to whether the "Rookery" or the "Chamber of Commerce" is the finest office building in the city. The Rookery is the larger, however, and in many respects the most elegant of our office structures. It cost, exclusive of the ground upon which it stands (the property of the municipality), very nearly $1,500,000. It is finished in the most expensive fashion throughout. There isn't a cheap feature connected with it. The grand rotunda is in itself a beautiful bit of architecture, but the building to be properly appreciated must be taken as a whole. There is not a commercial structure in the world that compares with it in size, in elegance or in convenience. There are three distinct groups of elevators, two on the La Salle st. and one on the Monroe st. side, and the people occupying the top floors are practically as well situated, so far as accessibility is concerned, as those on the first floor. The Mosaic work in the structure is superb. Like the Chamber of Commerce and Home Insurance buildings, the wainscoting is all of Italian marble. Every room in the building is lighted perfectly. There is not the slightest jar felt here, and those in the upper stories are practically removed from the noise and bustle of the streets below. There are over 600 offices here, all occupied, the tenants being principally Board of Trade men, agents of Eastern and foreign mercantile houses, agents of manufacturing concerns real estate dealers, brokers and lawyers. We will go through the building, beginning at the top. It will consume an hour or two, perhaps, but it will be time well spent. As we leave the Rookery we are in the center of the Board of Trade district, and we are surrounded by massive structures. Opposite us is the Insurance Exchange building, which we saw yesterday, Maller's building, the Gaff building and the Counselman building—all great structures towering upward from ten to twelve stories. To our left as we move south is the Grand Pacific Hotel [see Hotels], and facing us the Board of Trade building. [See Board of Trade building.] You have been told about the Board of Trade already; given its dimensions, cost, etc.; informed how to gain admittance to the gallery, etc. It is only necessary for me to show you up the main stairway and leave you here for the next two hours. You are just in time to see the Board in full operation. From the gallery you will have a perfect view of the floor. After you leave there you will have time to go through the Rialto building in the rear, and, perhaps, to see the great buildings which line Pacific ave. on the one side and Sherman st. on the other. Among the structures worthy of a visit are the Phœnix building, which faces the Grand Pacific; the Grand Pacific itself; the Traders' building, 10 Pacific ave.; the Commerce building, 16 Pacific ave.; the Open Board building, 24 Pacific ave.; the Brother Jonathan building, 2 Sherman st; the Wheeler building, 6 Sherman st.; and the

Royal Insurance Building.—Situated on Jackson st., between La Salle and Fifth ave., and at the head of Sherman st., almost opposite the Board of Trade. The Royal Insurance building, in accordance with the latest dictates of modern architecture, is composed of a pressed brick rear with an imposing facade of brown sandstone carved into beautiful figures. The style may be termed Ionic, with an admixture of Corinthian on the lower floors, where the windows and main entrances are arched and sculptured in many fanciful designs. The interior appointments are on a scale of magnificence in keeping with the exterior design. The offices are large, well lighted and well ventilated. This building practically fronts on two streets—Jackson and Quincy. By the time you have visited these buildings you will need a rest.

SIXTH DAY.

Before leaving the Board of Trade district, a few words concerning that portion of the city may be of interest to you. The great fire of 1871 left the neighborhood perfectly bare as far south as Harrison st. For nearly ten years after the fire the only buildings of prominence in that section of the city were the Grand Pacific Hotel and the Chicago, Rock Island & Pacific Depot. The latter could be seen plainly from Madison st. The block in front, now covered by the Board of Trade and the Rialto buildings, was vacant. To the east was Pacific, then known as "Biler" ave., one of the most disreputable streets of the city, built up with hastily constructed tenements which were occupied by the most depraved of men and women, black, white and mixed. The name "Biler" ave., originated in the mispronunciation of "Boiler," a nick-name given to the street, because of the number of locomotives belonging to the Rock Island and Lake Shore roads which puffed day and night along its western edge. Next, to the east, came South Clark st., a thoroughfare given over to low saloons, pawnbrokers' shops, "fences" for thieves, concert saloons, dance houses, low grogeries and bagnios. East of Clark st. was Fourth ave., another street surrendered almost entirely to the lowest class of scarlet women. One high building stood on the street and was occupied in part by the *Religio-Philosophical Journal*. Its editor, a man named Pike, was murdered at his desk in this building, about the time I am speaking of. East of Fourth ave. was Dearborn st., a "No Thoroughfare," and without a building worth mentioning, although squatters had taken possession of it from Jackson st. south to Polk st. East of Dearborn was Third ave., a street of dives and bagnios just a trifle lower than any yet named. Then came State st., which from Van Buren to Twenty-second st., was occupied by the very scum of the population, and utterly abandoned to vice and criminals. The entire district from Van Buren st. south to Twenty-second st., and from the railroad tracks to and including the east line of State st., was in the hands of thugs, thieves, murderers and prostitutes. In the midst of it was the Harrison st. or "Armory" police station, and the policemen who were sent out to do patrol duty in this section were frequently brought back on stretchers. There were portions of the district which no policemen would dare to enter alone in the day-time, and which it would have been suicidal for him to enter in the night-time. Some of the bravest officers on the force were shot or stabbed, or beaten so badly that they were never again able to perform their duties. The territory received the name of

"*Cheyenne*."—This name was given to it because when the Union Pacific railroad was being constructed, and for several years afterward Cheyenne was the wickedest town on the line. To-day, Cheyenne is a peaceable and prosperous little city, and its people have retaliated by dubbing the only disorderly part of their town "Chicago." S. State st. was known for years as

"*The Levee*"—A name which still clings to it in police circles, although it has gone through an almost complete transformation, physically and morally. The name "Levee" was used because the Levees of the Mississippi river towns bore the reputation of being generally tough, and because they were and are the haunts of a vicious class of negroes. The entire negro population of Chicago gravitated toward "Cheyenne" and the "Levee" before and after the great fire, and S. Clark and S. State sts. to-day are much frequented by colored people. A mighty change has come over this district during a decade.

Pacific Avenue is no longer given over entirely to the vicious and criminal classes, as formerly, although I wouldn't advise you to take your evening walks on the southern part of it. Many magnificent structures now line this thoroughfare. On the avenue, opposite the Rock Island depot, is Marshall Field & Co.'s barn, a splendid building in itself and devoted to the use of the firm's magnificent draught horses and the men who care for them. This building has been enlarged during recent years and I am told that some of the upper floors are used for the storage of "reserve stock." In view of the fact that the firm has the largest wholesale building in the city; that it occupies its old wholesale store as a warehouse for reserve goods, and that t carries constantly an immense amount of stock in the U. S. bonded warehouses, this will strike you as being strange. But it seems as though it is difficult for Marshall Field & Co. to find storage room enough. We will talk about this firm later on, however. A trip down

South Clark Street will be interesting. The morals of this thoroughfare have not improved very much during recent years. Modern improvements have steadily encroached, however, upon the rookeries which have lined this artery since the fire, and now south of Jackson st. we find some handsome structures of the most modern type, notably the Hotel Grace, Gore's Hotel and McCoy's Hotel. But further to the south are the dens and dives that have made the street infamous. Just here, at the southeast corner of Van Buren and Clark sts., is the Pacific Mission. For years it was Jerry Monroe's "Pacific Garden," and the resort of the vilest of the vile. A few doors below a Polish Jew, named Lesser Freidberg, kept a pawn-broker's shop and "fence" for thieves about eleven years ago. One night the branch house of E.S. Jaffrey & Co., of New York, which occupied the building on Fifth ave., between Madison and Washington sts., latterly the *Chicago Herald* office, was entered by burglars and robbed. The stolen goods were placed in a wagon, which was driven to Freidberg's. Just as the burglars were unloading it a police officer named Race came along. His suspicions were aroused and he attempted to capture one of the thieves supposed to be Johnny Lamb. The thief shot him dead, right here, in front of the shop, jumped into the wagon and drove off. Lamb and another thief named "Sheeny George" were arrested, tried, convicted and sentenced to be hanged, but escaped all punishment for this crime finally. Freidberg was sent to the penitentiary for five years. He was a wealthy man at the time of his arrest. The last time I saw him he was mending convicts' clothing in the penitentiary at Joliet, about the most humiliating work that could possibly be assigned him. He came out and found that his wife had secured a divorce. His property was all gone. He was arrested a short time ago for vagrancy. There is a moral here, but you may not see it. Pawnbrokers' shops kept by Polish Jews are to be found all along here. Wherever you find poverty and vice you will also find pawnbrokers' shops. They seem to pull together. I don't know how many of them are "fences" for thieves now, but you may rest assured that some of them are. Only a short time ago just such an institution as that managed by the late Mr. Fagin was broken up down here. In this instance the fence-keeper's name was Levi. Here we pass concert saloons conducted by a class of men who bear a name which I need not mention. Here also we come upon "gin mills," conducted by bloated and murderous-looking ruffians, who will first stupefy and then rob you, if you give them a chance. It is in these dives that men are "doped." If there were fewer of them there would be fewer "floaters" picked up in the Chicago river. Here we pass the brothels and bagnios, where depraved women, white and black, pursue their avocations and carry on, in company with the males of their class, nightly orgies that are either unseen or unnoticed by the police. Respectable people are not in much danger down here, for the very good reason that respectable people are seldom to be found loitering around this neighborhood. We are in

The Slums.—It was quite the "fad" in fashionable circles not long since to "go slumming," and the city detectives were frequently requested to conduct a party of nice young ladies and gentlemen through the vicious quarters of the city. It is no longer a "fad," although the practice has by no means died out. Such an excursion has its advantages as well as its drawbacks. While a young lady can not very well see anything during a "slumming" trip that is not repugnant to her finer sensibilities, and while she will see much that is shocking, or ought to be, to her modesty, yet she will learn that the path of vice is a thorny one, and that her fallen sisters are more in need of her pity than they are deserving of her scorn. While the great majority of the lewd women of the city spring from the lower ranks of society, and are, as a matter of fact, born into viciousness, a great number of them are girls who were well born, well reared and well educated. The causes of their downfall are innumerable, and, strange as it may appear, but very few of them can trace their ruin back to the deceit or perfidy of man. In not an inconsiderable number of instances these fallen women who come from the higher walks of society owe their misfortune primarily to an ambition, unsupported by an ability, to shine as actresses. We might walk all over this district and find merely a repetition of the scenes which surround us now. In a little while we will leave the district and the subject behind us. But first let us call your attention to the

Lodging Houses.—There are cheap lodging houses scattered throughout the city. There are some on the North Side and some on the West Side, but the lowest class of lodging houses are located down this way. Here the wearied traveler may secure a night's lodging for five cents. That is, by going down into the cellar and paying over a nickel to the proprietor, he will be permitted to climb into one of the bunks ranged in tiers along either side of the dismal cavern. The bunk is without mattress or bedding. It is simply the soft side of a pine board. But it beats walking the streets. If it be winter, there is a blazing fire in a stove which stands in the middle of the cellar. If it be summer, the cellar is cool. No robberies are ever committed in these cellars, for obvious reasons. There are no signs cautioning guests to place their jewelry and money in the office safe. Such a caution would be looked upon as heartless and bitter irony. But there are cellars where the traveler, for ten cents, may secure a bunk with a straw mattress. These are considered among the patrons of the five-cent cellars places of gilded luxury. Again, there are lodging houses where a bedstead—a real bedstead, with real bedding and real bed covering—may be secured per night at the uniform rate of fifteen cents. And a single room can be rented for twenty-five cents. But only the aristocrats of "Cheyenne" and the "Levee" squander their money for twenty-five cent rooms. Twenty-five cents to most of the lodging-house patrons means three drinks of barrel-house whisky, a free lunch, a cigar and a bed. We will take in South State street before we part for the day. The purchase of a long strip of property along this thoroughfare by the Santa Fé railway company resulted in the demolition of a large number of the disreputable houses which lined one side of it a few years ago. South State street is growing better year after year. To-morrow we will look around reconstructed, reformed and rebuilt "Cheyenne."

SEVENTH DAY.

No portion of the city has undergone a more complete transformation and reformation during the past ten years than that section which is penetrated on the north by Fourth ave., Dearborn st. and Third ave. As before remarked, Dearborn st. up to ten years ago was not even opened. To-day it is lined from Adams to Polk st. with some of the most magnificent buildings in the city. The Post Office and Custom House, sometimes called the Government building, stood practically alone here for many years, except that it was faced by the Grand Pacific Hotel and the Lakeside building on the west, and by the Honore block on the north. Now it is hemmed in on all sides by palatial structures. On the southeast corner of Adams and Dearborn is the beautiful Owings building, which rises to the height of fourteen stories, presenting a novel and interesting innovation in architectural design. Just north of the building and directly opposite the Post Office is the sixteen-story steel building, which is to be known as

The Great Northern Hotel.—This is now one of the largest first-class hotels of Chicago. It is all finished in the highest style of art and conducted as a high-class commercial hotel, on the European and American plans. On the southwest corner of Dearborn and Jackson streets, and running through to Fourth avenue, are the twin structures, known as the

Monadnock and Kearsarge buildings.—These magnificent piles occupy the entire space lying between Jackson and Van Buren sts. and Dearborn and Fourth ave. The Monadnock occupies the north half, the Kearsarge the south half of the area. They form in reality but one building, and are divided in name merely because the undivided structure is too large for the common person to find anybody in it. This is one of the most imposing structures in the city. It is all steel, fire-proofed and finished in granite and marble, sixteen stories high. On the Jackson and Van Buren st. fronts two sets of bay windows run from the second story to the top, and on the Dearborn st. and Fourth ave. sides two sets run from the second story to the top. The foundation and walls are said to be the heaviest of any building in the city. The entire length is 409 feet by 66½ feet in width. It was erected as an office block for the Brooks estate. No saloons are allowed in this palatial structure. The building cost $3,000,000. Passing a number of great buildings we come to the

Manhattan Building.—This colossal fire-proof structure overtopped until recently every other office building in the city by at least three stories. Being situated on the leading business and financial street in Chicago, near the Post Office, depots and Board of Trade, with which it is connected by pneumatic tubes, it has become a very popular structure. It has sixteen stories and basement of solid masonry and an inner frame of steel and iron, incased in terra cotta. The interior is embellished with ornamental bronze and antique copper, polished marble and jaspis wainscoting, mosaic floors and ornamental ceilings. The small amount of woodwork that enters into the structure is antique oak. The appointments as to elevator service, electric light, heat and general conveniences embrace every improvement known to modern science, and are unequaled by any building as yet erected in Chicago. The

Monon Building—farther to the south on the right, so in the Manhattan, is a very handsome and popular office building, and is occupied by persons more or less related to the printing and publishing business. The cost of the Monon was $500,000 and of the Manhattan, $800,000. The Manhattan was completed for occupancy late in 1891. The center of the district of sky-scrapers is reaching from the vicinity of the Board of Trade down to this neighborhood on Dearborn street. There, within a year, will stand completed in the radius of a block the following colossal buildings: Manhattan, Monon, Caxton, Monadnock, Kearsarge, Chicago and the fourteen-storied pile of steel and glass at Dearborn and Harrison streets. Among those mentioned

The Caxton Building deserves our attention. This elegant structure, at 328 to 334 Dearborn street, is one of three buildings of its kind erected in this city. It is thoroughly fire-proof throughout, constructed of steel to beams and girders. The walls are of terra-cotta and pressed brick, of the best quality, and the partitions are of hollow tile. The offices are large and commodious and in their plans special care has been taken to finish them in a manner affording the greatest convenience and comfort to the occupants. Just south, on the corner of Harrison and Dearborn streets, is

The Pontiac Building.—This is another wonderful structure, fourteen stories in height, and constructed entirely of steel. A large number of publishers may be found here, *The Graphic*, the *Western British American*, the *Orange Judd Farmer*, *Furniture*, the *Figaro*, and other popular publications are issued here. The Orcutt Lithographing company is also to be found here, occupying two floors. Here also is published the *Banker's and Attorney's Register*. In this building, from suite 1003, are issued "THE STANDARD GUIDE TO CHICAGO," and "THE HAND BOOK OF THE WORLD'S COLUMBIAN EXPOSITION," The Standard Guide Company (Flinn & Shepard) publishers. Further south, to our left, we come to the great building occupied by

Donohue & Henneberry, the printers, binders and publishers. This was one of the first of the great office buildings erected on South Dearborn street. It has a frontage also on Third avenue. It is eight stories in height and finished after the most modern fashion. The upper part of the building is occupied by the various departments of Donohue & Henneberry's establishment -counting rooms, offices, book rooms, composition rooms, bindery rooms, etc. The lower floors are given over to numerous publishing firms, newspaper offices, advertising offices, printers' supply offices, etc. The immense basement is occupied by Donohue & Henneberry's presses—book, job, newspaper, etc., of the latest and most approved modern make. The firm of Donohue & Henneberry is one of the most prominent in the United States. It turns out an immense number of bound volumes annually, besides catalogues and other printed matter of the higher grade. Leaving Donohue & Henneberry's we find ourselves in front of the beautiful Dearborn Station, which is described elsewhere in this volume. Before abandoning the district for good, however, we will walk north on Third avenue. This locality, as you will notice, is given over to interests connected with the printing business. Immense job printing establishments, printing press salesrooms, printing ink depots, weekly newspaper offices, patent-inside and patent-outside offices, theatrical printing houses, binderies, etc., etc., are passed one after another until we find ourselves on Jackson street once more. The

Post Office Building is referred to elsewhere. [See Post Office.] It will be torn down or else it will fall down before long. The Honore building on the northwest corner of Dearborn and Adams streets was formerly the pride of the city. It is a great structure now, but old-fashioned. The great new "Fair" building is being erected opposite. [See Fair Building.] The

Temple Court Building, at 217 Dearborn street, is close by. This structure has 200 offices and is one of the handsomest in the city. To the north is the

Adams Express Building, one of the finest office structures in the city, ten stories in height and elegantly finished. Next to it is the Commercial National Bank building, another beautiful edifice. Across the street is the Howland Block, erected by H. H. Honore, and at one time pronounced the finest office building in the country, but at present a back number. On the next corner, same side of the street, or, to be exact, on the northeast corner of Dearborn and Monroe streets, is the

First National Bank Building—a structure frequently referred to in this volume. [See First National Bank.] This building was erected on the site of the old Post Office and Custom House, destroyed by fire in 1871. After the fire the ruin was transformed into the Adelphia, afterward Haverly's Theatre. The First National Bank secured a lease of the ground from the School Board, and erected a $500,000 block upon it in 1882. The bank pays 6 per cent. on the value of the property. The building is six stories high, and is one of the most substantial structures in the country. The entire first floor is used by the bank, and is said to be the finest and largest banking room in the world. The visitor will find this an interesting place during business hours. [See Illustration.] Across the street is the office of the *Evening Journal*, Thompson's immense restaurant where four thousand meals are served every day, the Saratoga and the Windsor Hotels and the Stock Exchange building. [See Stock

Exchange.] On the southeast corner of Madison and Dearborn streets is the *Tribune* building and publication office [see *Tribune*] and on the corner diagonally opposite is the *Inter Ocean* building and publication office. To the right, just half a block down Madison street, is McVicker's theatre. Keeping straight ahead up Dearborn street we pass many elegant buildings, and come to the

Portland Block, on the southeast corner of Dearborn and Washington streets. This is an imposing structure of modern design. Built soon after the fire, the Portland block stands as a monument to the energy of capitalists whose faith in the future of Chicago was not shaken by the overwhelming misfortune. They had no scruples about placing $200,000 in this structure, which has always ranked as a popular place for the old and conservative men engaged in professional and mercantile pursuits. To keep pace with modern improvements its owners have recently spent $30,000 in providing new light-shafts and lowering the entrance to the level of the street. Sixty suites of rooms are occupied principally by lawyers and capitalists. Crossing Washington street we come to the

Chemical Bank Building, one of the most magnificent structures of its kind in the city. The building is owned by the Abstract Safety Vault Company. There are 114 elegant offices in the building, arranged in suites of three rooms each, fitted up in the most modern style. We come now to the

Unity Building, a sixteen-story structure, of steel and glass, and one of the most graceful specimens of modern commercial architecture to be seen here This building bears a name which is familiar to all old Chicagoans. The former Unity building was considered a first-class office structure after the great fire, but it soon passed into the fourth or fifth class. It is said the McCormick Block, adjoining, is to be torn down to make room for another immense office building. The new sky scraper will probably be erected after the Fair. The McCormick block has a frontage of 100 feet on Dearborn street and a frontage of eighty feet on Randolph street. This property was purchased by L. J. McCormick from C. H. McCormick, March 26, 1877, for $250,000. Mr. McCormick has since refused $450,000 for his purchase. The property between the McCormick corner and the alley is now owned by Dr. T. G. Richardson. It has a Dearborn street frontage of eighty feet and a depth of 1.0 feet. It was purchased from Eugene S. Pike, in 1880, for $68,894. The building then on the property was known as the Rice building. Dr. Richardson improved the building and called it the Unity building. Judge J. P Altgeld recently leased the Unity Block property for a term of ninety-nine years, with the agreement to erect a building costing not less than $150,000 before May 1, 1895. It now seems probable that four years before the stipulated time these improvements will be inaugurated. The plan, substantially, is to improve the entire 180 feet of frontage with one of the biggest office and business buildings in Chicago. On our way north we pass the Borden Block, the Tremont House and several other handsome buildings. It is now time to leave off sight-seeing for the day. We will meet on the State street bridge to-morrow morning.

EIGHTH DAY.

Starting from State st. bridge this morning we will endeavor to do the great retail avenue of Chicago, or at least a portion of it, before the day closes. This thoroughfare, as it opens out before us, from the slight elevation on which we stand, is one of the grandest commercial arteries in the world. By looking up "State Street" in the Index you will learn that it is the longest in the city, extending as it does from North ave. to the southern limits, a distance of eighteen miles. There are streets in Paris, especially those converging at the Grand Opera House, which, by reason of the uniformity of the style of architecture so closely adhered to under the last empire, present a more pleasing view at first sight, perhaps, than does State st. from this point. This very uniformity in style soon becomes tiresome, and the visitor is half inclined to wish that it were broken here and there, no matter how. If you are from Paris, State st. will remind you of Avenue de l'Opera, or of the Avenue Malsherbes, from the steps of the Madelaine; if from Berlin, Frederich Strasse or Leipziger Strasse will be recalled to your mind; if from Vienna, you will see a resemblance to some sections of the Ring Strasse; if from London, Regent st. may be suggested; if from Dublin, a part of Sackville st., although you will miss the Nelson Monument. All of the great streets of the world to-day bear a strong resemblance to each other, although there is in reality a vast difference between them. But let us be moving. We pass

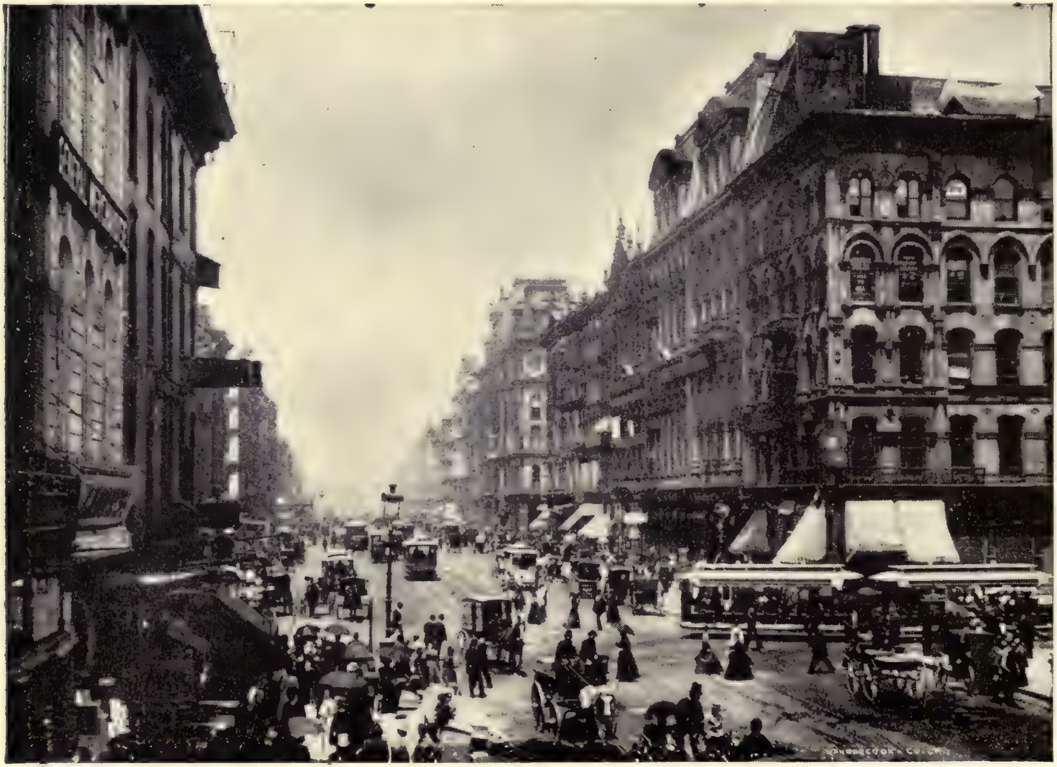
South Water St., and pause for a moment to look East and West. Here apparently is a blockade and a confusion of tongues—wagon and human. The street is completely clogged. It would be all your life is worth to venture down the middle of it, and you can only pass along the sidewalks by climbing over fruit boxes, chicken crates and barrels. There is a mixed odor here of onions, strawberries, California grapes, Florida oranges, pickles, saur kraut, hay, wet straw, fresh fish and eggs of uncertain age. This is the great fruit, vegetable and poultry market of the city. You should visit this street early in the morning and force your way through from one end to the other. Perhaps you will witness more human activity here than anywhere else in Chicago, excepting during business hours on the floor of the Board of Trade. But we can not tarry longer. Moving south we pass the great wholesale grocery establishment of Reid, Murdoch & Co. This is their principal, but not their only, warehouse. East of here, on Michigan ave., extending to Central ave., they occupy several store-rooms. We pass a number of prominent concerns, among them the immense glass and queensware house of Pitkin & Brooks, at the northeast corner of State and Lake sts. This is a house worth visiting, and you will have an opportunity further on of going through the floors filled with all the novelties of foreign and domestic manufacture, in crystal, china and porcelain ware. We leave

Lake Street, formerly the great retail street of the city, behind us. It is now given over to the hardware, cutlery, leather, rubber and machinery trade. Passing on we come to the northeast corner of State and Randolph sts., where the walls of the great

Masonic Temple towers skyward above us. Here you will be interested for some time. Here we find the most marvellous structure, taken as a whole, in the center of the business district. The idea of a grand Masonic temple in Chicago had been encouraged by Western Masons for the last twenty years. Numerous agitations of the project were started but fell through, partly for want of some one who was willing to take the responsibility, and partly because the money could not be raised. For, though the Masons as individuals are wealthy, the lodges are kept poor by their liberal charities and funeral expenses. In 1873 Norman T. Gassette, then eminent commander of the Apollo Commandery, renewed the agitation of this subject, in connection with a special effort to secure for the site of such a temple the lot at the northeast corner of Dearborn and Monroe streets, on which the Stock Exchange now stands. But there was no adhesiveness among the Masons whom he was able to interest in the scheme, and the old trouble of a lack of money killed it. The last and successful effort in behalf of this enterprise originated in December, 1889, when Gil W. Barnard and Dr. J. B. Fatrich, of Van Rensselaer Lodge, issued a call for a meeting of prominent Masons to consider this subject. This call had several other names appended to it, among which was that of Mr. Gassette, and was addressed to sixty Masons. The meeting took place in Mr. Barnard's office in the same month. The result was that General John Corson Smith appointed a committee of ten, with Mr. Gassette as chairman, to select a location for a Masonic Temple, to devise ways and means for erecting the building and to report to a meeting of the craft to be held subsequently. The committee addressed itself to the task with great energy, and about a month later a meeting of 120 members of the craft was called at the Oriental Consistory preceptory to hear their report and consider their recommendations. The committee in the meanwhile had had several sites offered them, but had definitely selected the lots at the northeast corner of State and Randolph streets. The report was heard and approved in many particulars, and the committee was discharged. Immediately thereafter, however, the meeting appointed Norman T. Gassette, Amos Grannis and E. R. Bliss a committee to carry out the plan that had been proposed. There was no particular organization and everything devolved on this committee, with no instructions but to "go ahead." The committee took the meeting at its word and went ahead in the most approved fashion. In less than a month, without any organization or corporate authority whatever, it had purchased the site for $1,100,000 and opened books for stock. On April 4th, the Secretary of State, issued articles of incorporation to the Masonic Fraternity Temple Association, with Norman T. Gassette, Amos Grannis, E. R. Bliss, John Buehler and C. H. Blakeley as directors. The officers subsequently elected were: Norman T. Gassette, president; Amos Grannis, vice-president; E. R. Bliss, secretary; and Warren G. Purdy, treasurer. The company was capitalized at $2,000,000, and the price of stock was fixed at $100 per share.

The building is pronounced to be one of the finest in the world. Even a brief description of it would seem to justify that opinion. The site, every inch of which it covers, measures 170 feet on State st. by 114 feet on Randolph st., and is entirely surrounded bv streets and alleys. The building rests on cement and iron foundations, extending far out into the adjacent thoroughfares, and the superstructure is of steel, and perfectly fire-proof from bottom to top. It has twenty stories, and the height of the building is nearly 265 feet. The first three stories are faced with dressed red Montello granite, from Wisconsin, with glimpses of carving, the corners being ornamented with electral layers. The remaining stories are faced with gray brick that is indistinguishable from granite, each measuring four by five by fourteen inches. Between the sixteenth and seventeenth stories terra cotta of the same shade is used. No particular style of architecture can be predicated of this building, though the arches visible on some parts of the gigantic facade suggests the Romanesque. The design presents a faint resemblance of a main building fronts are finished in exactly the same costly and elegant style. There are three tiers of deeply recessed bay windows on each front, extending from the third to the fifteenth story, both inclusive. The windows of the second and sixteenth stories are combined in groups of two, within deep Roman arches. The seventeenth story is treated separately from the rest of each facade. The entrance is through an immense granite arch twenty-eight feet wide and forty-two feet high in the center of the State street front.

This gorgeous edifice has an interior court something like that of the Chamber of Commerce building, the floor of which measures 90 feet north and south by 45 feet east and west. The walls of this court are faced from bottom to top with different colored marble, and at the east side of it a magnificent bronze staircase ascends from the ground floor to the roof. The interior finish of the building is of mosaic floors, marble and onyx walls, and old oak woodwork. East of the court, disposed in a semi-circle, are fourteen passenger and two freight elevators running from the basement to the attic, and making a round trip every three minutes. The whole building is heated by steam, and supplied with electrical and pneumatic connections in great profusion. The basement is devoted to an immense cafe, with its appurtenances, and waiting rooms, toilet rooms, coal rooms and boiler rooms. Perhaps the most surprising thing that



[Engraved for The Standard Guide Company.]

LOOKING NORTH ON STATE FROM MADISON ST.

[See "Guide."]

can be said concerning this immense building is that every floor of it from the pavement to the eleventh floor inclusive is fitted up for shops. There are also four shop like booths on the floor of the court. The floors from the eleventh to the sixteenth inclusive are fitted up as business offices. Above the sixteenth floor, and beneath the roof, everything is sacred to masonry. On the seventeenth floor the entire south wing, 50 by 109 feet in size, is devoted to a drill hall. The similar space in the north wing is divided between the blue lodge rooms. The intermediate room, on the State street front, 40 by 80 feet in size, is a banqueting hall. On the eighteenth floor, over the drill hall is a gorgeous consistory room, with arched roof and galleries on three sides. Over the banqueting hall are parlors. Over the blue lodge rooms is the Apollo Commandery preceptory. In the remaining two stories are a number of smaller rooms. Even here the description does not end, for on the roof of the building there are to be hanging gardens, covered with glass roof and walls that are to rival the abode of the gods. It is given out that there may be refreshments up there, but everything that inebriates will be remorselessly banished. There is no danger that the people who come here in 1893 to see the Columbian Exposition will go away disappointed. Whatever the exposition may be, and there is every reason to believe it will be the grandest ever held the city itself will have attractions enough to entertain the most exacting of visitors. Chicago was here before the exposition was thought of; it will be here when the exposition shall have become but a faint memory, and, in itself, it will always be worthy of a visit from the people of foreign lands. Directly across Randolph street, and facing State street, is the

Central Music Hall, one of the finest concert and lecture rooms in the city. [See Central Music Hall.] This elegant structure was erected by a number of public-spirited capitalists, whose interest was aroused by the late George B. Carpenter, a brainy, brilliant and indefatigable young man, who had accomplished almost a life's work in the way of creating and encouraging a taste for musical and literary entertainments in Chicago before he was stricken down. He lived to see the Central Music Hall dream realized, but passed away before he could reap the reward of his labors. His death was mourned by his associates and regretted by the entire community. The Central Music Hall, like other structures in this city which a few years ago were looked upon and pointed out with justifiable pride, is to-day cast into the shade by newer and more magnificent edifices; but, nevertheless, it will remain, for many years to come, an ornament to the neighborhood in which it stands. Walking south, we pass the elegant show-windows of Burley & Co.'s china and glassware house, and the beautiful display which we see inside tempts us to enter; but you will postpone your visit until I am through with you. We are now in the center of what was formerly the

South Market Square of the city. [See Market Squares.] Here in other days stood a market house after the fashion of the time, in which was located a police station, and a volunteer fire company's apparatus. One night during the mayoralty of "Long" John Wentworth that whimsical individual took it into his head to remove all the overhanging signs and awnings in the city. Chicago was still a country town, and in front of nearly every store was a permanent wooden awning, such as you will find to this day much in vogue in the smaller Western and Southern cities. Chicago merchants have always been tireless and sleepless pursuers of trade and they advertised extensively then as they do now, but in a different manner. In John Wentworth's time they hung out banners and wooden signs from the front windows of the buildings. They also used immense wooden signs elevated on posts which stood on the edge of the sidewalks. These advertisements and highly colored awnings gave a lively and picturesque air to the business center, but they also had their faults. They obstructed the sidewalks and interfered with the volunteer fire department in the discharge of its duties. Merchants had fallen into the habit, likewise, of piling their empty goods cases on the sidewalks, also, in the way of advertisement, and the merchant who could show the greatest number of fresh-looking empty cases in front of his store in the spring and fall was the one who received the credit of doing the greatest amount of business. Well, "Long" John, as I have said, took it into his head one night to put an end to this sort of business. He engaged every express and dray wagon in the town and hired fifty or sixty laborers to execute his orders. Before morning the space all around the south market house was covered with awnings, signs and dry goods boxes. No favors were shown and no exceptions made. Many of the awnings were costly ones; some of the signs had been painted in the East, but all were pulled down and piled together, regardless of consequences. Of course the indignation in "business circles" next day was intense, and of course "Long" John was the most unpopular man in town for awhile, but the wisdom of his move was soon recognized even by the greatest sufferers, and Chicago has never had any wooden awnings since. During a recent administration, however, awnings of another character have been winked at, and overhanging wire signs again disfigure the business district. Sidewalk signs are also becoming rather too common. Perhaps before the Columbian Exposition opens we will have a mayor who is possessed of sufficient nerve to do his duty, even though by doing so he may offend the proprietors of saloons and the managers of theatres. But this doesn't concern you. The fact that this portion of State street was once a market square will explain its extraordinary width. But it does not explain how the street came to be widened as far south as Madison. There was a movement on foot years ago to increase the width of the street to the south line of Madison. There were meetings of property owners and there were special meetings of the city council. Resolutions were adopted and meaningless ordinances were passed, looking to the desired end. A certain man owned the greater part of the frontage on the west side of State, between Randolph and Madison streets, where all those elegant buildings stand now. Property was not quite so valuable here then as it is now, but a lot on State street represented a small fortune even in those days. The man who owned this frontage was a quiet, thoughtful, business man then, as he is now. His name was and is

Potter Palmer—While the citizens' meetings and the city council meetings were passing resolutions and enacting meaningless ordinances, Mr. Palmer was developing a plan for the widening of State st., in his own mind. This plan was a simple one. He carried it out. How? By presenting the city of Chicago with the frontage, taken from his own lots, necessary to give this section of State st. a uniform width. He did it modestly. It was done so quickly and so quietly that the citizens and the city council were taken by surprise. There was no further business, so far as State st. was concerned, before them, and they adjourned. The sacrifice made by Mr. Palmer was a great one. Every foot of the property he so generously gave away for the public good represented a large sum of money. Nobody has ever heard him speak of it, however. Only old citizens remember it now. Potter Palmer's generosity made State st. what it is to-day, for if it had not been widened the retail business would have long since sought another avenue not far away. And while I am on this subject, I want to say to you, not exactly what I think about Potter Palmer, but what all Chicagoans who know anything about this man *feel.* To Potter Palmer, more, perhaps, than to any living man, is due the present greatness of Chicago. His influence has always been a mighty, if a silent, force, in the development of this city. He has never lost faith in her future. Time and again his counsel, his judgment and his purse have saved the credit of the community abroad. When the reaction which followed the civil war set in, when values became demoralized, when the shrinkage in prices destroyed the capital of some of the strongest houses in existence here, Potter Palmer stood as firm as a rock between our merchants and bankruptcy, and compelled their creditors to make fair and honorable terms. After the great fire, though one of the heaviest sufferers, he was one of the first to step into the debris and proclaim that Chicago should not only be rebuilt, but should arise from its ashes greater than ever. The story of the rebuilding of the Palmer House, which we will see farther down the street, if properly told, would read like a fairy tale. By day and by night, under the blaze of the sun and in the glare of torches and calcium lights, the work never ceased until the magnificent structure was completed. Practically penniless, then, and for years afterward, Potter Palmer commanded unlimited credit at home and abroad. The man's integrity was his capital, and it secured for him the means whereby he has been enabled, during the past twenty years, not only to retrieve the fortune he had lost in a single night, but to build up a new and a greater one. The great retail houses which we see on either side of the street, as far as the eye can reach, have all grown up during a remarkably brief period. The oldest of them, in comparison with European houses are merely in their infancy. This is a busy street. We will have to stand close to the edge of the sidewalk or we will be carried along by the crowd. I don't think you ever saw so many well-dressed people anywhere. Most of them are ladies. There is a good deal of what the world calls style to be seen along here at all hours of the day. Just now the young ladies are pouring out of the

Chicago College of Music, located in the Central Music Hall building. This institution is conducted under the management of Dr. F. Ziegfeld, and a board of directors, consisting of Rev. Dr. H. W. Thomas, Wm. M. Hoyt, Gen. Chas. Fitz Simons, Dr. F. Ziegfeld, Dr. Philip H. Matthei, N. K. Fairbank, W. W. Kimball, J. Harley Bradley, Julius Rosenthal, F. Ziegfeld, Jr. The faculty is a large one and said to be the best in the country. This college has graduated some of the leading musicians of the day. The young ladies you see coming out now evidently belong to the junior class. Every one of them carries a roll of music, bound up in a patent leather case, in her dainty hand. This evening, should you chance to be on one of the avenues or the boulevards, you will hear her entertaining her fond parents, or perhaps her fonder lover, with some elementary exercises. Young ladies, I believe, no longer play the "Maiden's Prayer," or the "Monastery Bells," as they did in my time. I hear that they have dropped even the "Thunderstorm," which used to involve the crossing of hands and the screwing of the hurricane pedal to the parlor floor. While we are here I might as well tell you that this is the starting point of all the South Side and many of the West and North Side street cars. The West Side cable loop is farther west at present, but it is probable that the West Side cars will swing around here again, as they formerly did, before many months go by. I will leave you here to watch the crowds and to follow them if you wish.

NINTH DAY.

I am glad that you enjoyed your afternoon on State street. It was a beautiful day for a promenade, and you wound it up quite appropriately by spending the evening at the Columbia. This evening you should attend the Chicago Opera House performance. To-morrow evening go to Hooley's and next evening to the Grand Opera House. Under the heading of "Amusements" you will learn something about these places. To-day we find ourselves in front of the dry goods palace which bears the name of

Marshall Field & Co.—You have heard of Field's before. Everybody in this country has, and, in commercial circles, at least, the house is known throughout the civilized world. It is not only the greatest dry goods establishment in this country, but greater than any in existence abroad. This is the retail store; the wholesale house we will see later on. Perhaps you remember that the style of this firm only a few years ago was Field, Leiter & Co. Mr. Leiter retired, and Mr. Field remained, forming a new partnership, and great as the house was when the dissolution took place—a dissolution, by the way, which surprised and startled the country at the time—it is three times as great to-day. I can not do better than to give you here, word for word, what a writer in the New York *Sun*, in 1891, told his readers regarding this great establishment. It would be impossible for me to improve upon it, for this writer evidently procured his information from persons who were acquainted with the history, the policy and business of the house and its principal owner. The American merchant, says this writer, who in point of wealth and vastness of business dealings must be ranked first among "the rich by honest brains and industry" is a man whose name is unfamiliar to most of the readers of the *Sun*. His home is not in New York but in Chicago, and even there he is personally little known in comparison with the prominence to which his position in the business and social world entitles him. He is

Marshall Field, the head of the great house of Marshall Field & Co., general merchants. The career of no great leader in commercial affairs furnishes an example of the wise application of sound principles and safe conservatism so striking as does that of Mr. Field. The story of his success is short and simple. It contains no exciting chapters, but in its very dullness lies one of the most valuable secrets of the almost boundless prosperity which it records. But the career of a man who, starting with no capital save brains and energy, accumulates many millions and builds up the greatest mercantile house in the world, is pregnant with interest, no matter how lacking it may be in dramatic action. Its most encouraging feature, indeed, is the fact that it contains nothing extraordinary; that there is nothing in it which any man of the same natural equipment may not hope to accomplish. The secret of Marshall Field's success lies partly in his business methods and partly in his environment. The ordinary biographical features of his career may almost be described in a paragraph. Like many another of the men who have been foremost in creating the mighty West, Mr. Field is a New England farmer's son. He was born fifty-five years ago among the hills of Conway, one of the most charming of little western Massachusetts towns. His early years were those of most farmer lads. He received a good education in the public schools and the local academy of his native town; but his tastes were mercantile rather than agricultural. In 1852, at the age of seventeen, he began his business career. He went to Pittsfield, then as now the largest town in the Berkshire hills, and obtained employment as clerk in a general store. He remained there four years. In that time he had outgrown the business and the town. There were no opportunities in sight for a young man of large capacity and ambition. He went straight to Chicago, and there he has been ever since. There was no guarantee at that time that the lake town would ever become the Western metropolis. The town had plenty of ambition and pluck, but the possibilities of greatness were scarcely visible. Then and for a long time afterward the prospects of St. Louis were by many considered the brighter. But Mr. Field became a Chicagoan heart and soul. He has done much for Chicago and Chicago has done much for him. The story of his success is a wonderful close index of the history of the city's marvelous growth. An almost exact parallel may be drawn during almost any of the thirty-five years between the career of the individual and the history of the town. Man and city are of the same age. Chicago, it may be said, was born in 1835, the year of Mr. Field's birth. Her first census, showing some 4,000 inhabitants, was taken two years later. The lusty young town became a full-fledged city of 50,000 or 60,000 people at just the time when Mr. Field, having reached his majority in 1856, cast his lot with the other builders of a metropolis.

Mr. Field secured employment as a clerk in the wholesale dry goods house of Cooley, Farwell & Co. His equipment in the outset in his new field of labor was health brains, sound principles and ambition. Genuine worth did not have to wait for dead men's shoes to secure recognition in the broader field in which the young man found himself. His good qualities were promptly discovered by his employers and availed of to mutual advantage. Mr. Field remained in the capacity of clerk only four years. In 1860 he was made a partner. In 1865 there was a partial reorganization, the new firm consisting of Mr. Field, L. Z. Leiter and Potter Palmer, under the firm name of Field, Palmer & Leiter. Two years later Mr. Palmer withdrew, and until 1881 the style of the firm was Field, Leiter & Co.—Mr. Leiter retiring in the latter year—and since that time the firm has been Marshall Field & Co.

The Only Break in the unexampled growth of what has become the greatest mercantile house in the world was that made by the fire of 1871. In that great calamity Mr. Field suffered proportionately with the city itself. His firm then did business at State and Washington streets, the present site of the retail house of Marshall Field & Co. Everything was swept away by the flames, involving a loss of $3,500,000. The firm eventually recovered $2,500,000 insurance. The disaster was met with characteristic energy and indomitable pluck. While the ruins still smoked new quarters were opened by the firm in the street-car barns at State and Twentieth streets, and rebuilding was at once begun on the old site. The firm also began the erection of a separate wholesale house at Madison and Market streets. Their new buildings were among the first of the permanent structures completed after the fire. The retail establishment was taken possession of in 1872, and it still ranks as one of the largest and best appointed structures for retail trade in the country. Within a dozen years the new wholesale quarters proved inadequate to the tremendous growth of business, and the erection of the present great structure was begun in 1885. It was completed in 1887, and it comprises probably the largest and best arranged building for mercantile purposes in the world. It occupies an entire block, bounded by Adams, Franklin, and Quincy streets, and Fifth avenue, in the heart of the business section. It is of granite and sandstone, plain and substantial. Chicago smoke has turned it almost black, and it looks somewhat like one of London's old and massive government buildings. The unadorned structure bears no external indication of its use. There is no announcement or sign upon it save a brass plate bearing the firm name at the main entrance on Adams street. The interior is divided by two thick parti-walls into three sections, with communication, on each floor through double doors of heavy iron. The ground floor of the middle section is occupied in part by the counting room, where scores of clerks, seated at a vast array of desks, keep the books of the great establishment. In the other sections and floors are the goods, systematically arranged for wholesale trade. Probably under no one roof is gathered so vast a quantity of material designed to meet the general wants of mankind. The greater part would be included under the general term dry goods, but the variety is almost without limit, and it includes carpets, curtain goods, and, in fact, about everything within the domain of house and personal equipment; and even now the great establishment is crowded so that this broadest expansion possible under one roof is likely before long to prove too small for the demands of trade.

The Business of Marshall Field & Co. has increased from $8,000,000 twenty years ago to $35,000,000 annually. No other house can approach these figures. The field covered by the vast trade of Marshall Field & Co. is the West to the Pacific coast and the South to the Gulf. New York houses control the Eastern market. This great volume of business has yielded, in the aggregate, a fair profit. Fully $10,000,000 of unincumbered real estate in the heart of the city is owned by him, and he is among the largest individual holders in the West of railroad, palace car, and steel and iron stocks.

But this article is not designed to be a mere chronicle of Mr. Field's wonderful success as a merchant. A point of greater interest is suggested by the inquiry: In what respects do Mr. Field's business methods and general policy differ from those of ordinary business men? They do differ in two or three important particulars: Marshall Field never gives a note; he never bought a share of stock on margin; he never borrows; there is not a dollar's mortgage upon any piece of real estate or other property which he owns; he does business on a cash basis; he buys for cash and sells on shorter time than any of his competitors; he holds his customers to a strict enforcement of their contracts.

Many merchants would find it difficult, if not impossible, to do a successful business governed by Mr. Field's maxims. Their application would involve a sharp contraction of their volume of trade and the sacrifice of many pet projects of investment or speculation. No one can question the absolute solvency of a business conducted according to Mr. Field's policy. No panic can shake it, few bad debts can swell the profit and loss account. It follows that goods can be sold at a smaller margin for profit than any dealer using the long credit system can afford.

No man has had such great and salutary influence upon the business methods of the West as has Mr. Field. He is unyielding, even relentless, in his enforcement of contracts, but many a retail dealer has subsequently thanked him for compelling him to meet an obligation when due. His customers throughout the great West number thousands. Every one of them know that Marshall Field & Co. will insist on prompt payment when the thirty or sixty days' accommodation has expired. The result is, they keep their own collections well in hand, and allow no risky accounts to get upon their books. As a friend of Mr. Field, who has watched the operation of his system, recently observed: "He has prevented more small failures, and done more to keep the methods of trade in the West toned up to sound business principles than any other man." Of course one effect of the operation of his system has been to give him the very best class of trade. Dealers of shiftless methods know they can not trade with him. If one attempts it, and seeks to get an extension of credit beyond the maxim of sixty days, he is promptly informed that his trade is not wanted by Marshall Field & Co. A feature of

Mr. Field's Business Methods, which his associates say has borne the most valuable fruit, is the inflexible integrity of his representations. No employe of his firm is allowed to misrepresent in any degree the qualities of his wares. An enviable reputation has been built up on the strength of this rule. The firm's advertisements are relied upon by the public, the statements of its salesmen are accepted in full faith by purchasers. It is said to be Mr. Field's policy to do business on small margins of profit, preferring to do a large trade with rapid turning over of capital, rather than a smaller volume of business with proportionately large returns. One rare trait Mr. Field has which has enabled him to take the fullest advantage of his business opportunities: He has an almost instinctive power to correctly estimate individual capacity. He is quick and sure in recognizing business talent among his employes. His selections of men always prove them to be especially adapted to the duties assigned them. It follows that in order to exercise his rare judgment of men to best advantage, Mr. Field must be closely associated with his great army of employes. He has no less than 3,500 persons upon his pay roll. No employer in Chicago commands more loyal service and inspires a stronger personal regard—in many cases amounting to genuine affection—than exists among the employes of Marshall Field. There is not a cash boy in his great store who can not gain Mr. Field's considerate attention at any time. He is on all occasions as considerate of the feelings of his subordinates as those of his equals. While his great corps of servants is thoroughly disciplined, they are treated as men and women of refinement. In fact, Mr. Field is regarded by his own employes as an ideal employer, and there are few, far too few, men in a similar situation who can command such voluntary tribute from those most likely to know their failings.

Mr. Field has always been a hard worker. He devotes about as many hours to business as do his employes. His interests have become so vast that he has, of course, surrendered the supervision of details to others, though he keeps himself remarkably well informed regarding all branches of his great establishments. Every morning he visits the retail store on State street, remaining there an hour or two. The rest of the day he spends in his office in the wholesale building. His sanctum is in one corner of the middle division of the first floor upon the Adams street front. It is a small, comfortable room, separated from the rest of the great counting-room only by a partition eight or ten feet high. His private secretary sits within a railed inclosure just outside. Most of the time entrance is free to any one having business with Mr. Field. A plain roll-top desk, a table, and chair or two, with a neat carpet, furnish this unpretentious office. The visitor finds seated at the desk a man of rather spare figure and medium height. When he looks up the face is kindly, and the clear gray eyes, under bushy brows, while keenly observant, invite confidence. The gray hair is almost white, and the heavy moustache has also lost its color. Mr. Field will not allow his photographed likeness to appear in public print. Two or three poor sketches of his face have been printed, but they do not correctly represent him. He is, in fact,

A Man of Impressive Presence; dignified, but not severe; alert, but with a trace of sadness about him; strong, but with a ready sympathy; considerate to the last degree of another's sensibilities. The visitor instantly understands, without perhaps being able to put the thought in words, how true it is that Marshall Field's word is as good as his bond. He gets at the meat of every subject brought before him with two or three incisive questions, studying the while the visitor's face if he be a stranger, and in a few moments he is ready for whatever decision from him the matter may call for. Then a promise from him in a matter, however trivial, is as sure of fulfilment as though guaranteed with all manner of formality. Of Mr. Field's social life little need be said. His tastes are extremely modest. He lives in quiet luxury. He goes little into society, and he has never been in public life. His charities are generous but unostentatious. He takes an intense interest in the good name of his adopted city. No man does so much as he in his contributions in the interest of good local government. In no sense a politician or a partisan, he nevertheless is a leader in every movement for the purification of the government of Chicago. He never appears publicly in these efforts, neither does he allow his name to appear, but his hearty support is always enlisted. His gift of a large tract of land for the erection of the proposed buildings of the new Baptist college gave the impression that Mr. Field was a member of that denomination. He is, in fact, a Presbyterian. Mr. Field is married, and he has a son and daughter, both married. He is a member of the principal clubs, and occasionally visits one of them. No man possesses or deserves in higher degree the honor and esteem of his friends than does Marshall Field. No active figure in this busy nineteenth century civilization offers a truer type of manhood and intelligent, successful endeavor. I will let you walk through the great retail house alone. You will be able to secure a luncheon here. You will not want to leave the house before evening, and besides, as you say, you have some shopping to do. I will meet you here to-morrow.

TENTH DAY.

Marshall Field & Co.'s, as you see, is on the ne. cor. of State and Washington sts. It covers almost the entire half block. Although a number of buildings have been added on the north to this great house, the establishment is still cramped for room. The Central Music Hall building checks its growth, or rather prevents its extension further north. As soon as the lease which Burley & Co. hold expires, Marshall Field & Co. will occupy their present store-rooms. They have already all the floors above. Marshall Field & Co., it is understood, have secured control of the real estate covering over three-fourths of the block in which their present retail establishment is located, with the entire frontage on Washington street between Holden Place and Wabash avenue, the frontage on Wabash avenue between Washington and Randolph streets, and the frontage on Randolph street between Wabash avenue and Holden Place. The Central Music Hall stands on the corner of Randolph and State streets, as we have seen. Mr. Field is believed to be the largest shareholder in this property also. It is claimed that the firm has in contemplation the erection of a dry goods palace that will cover this entire block. You are now in the

Fashionable Retail Center, and to your left and right, as you pass south, are some of the most attractive retail stores in the United States. The establishment of

Carson, Pirie, Scott & Co., on the southwest corner of Washington and State streets, is one of the most elegant dry-goods houses in the city. This was formerly "Gossage's." by which name it became celebrated throughout the entire West. Carson, Pirie, Scott & Co. were the owners and the managers of the store for several years before the name of "Gossage" was dropped to make room for their own. In the meantime they had established themselves as a retail dry-goods firm by conducting a first-class house on the West Side, and later one of the largest and most fashionable concerns in the city at the northeast corner of Wabash avenue and Adams streets, the building now occupied by Revell, the furniture merchant. The old "Gossage" house was but a small concern in comparison with the mammoth institution that now covers about half a block—five acres of flooring—the greatest blocks in the city. No visitor to Chicago, male or female, should fail to enter the magnificent silk room of this house, which is situated on the corner. This department covers the site of the First National Bank building of other days. The structure was remodeled at an enormous cost by Carson, Pirie, Scott & Co., and the first floor fitted up as the most magnificent silk salesroom in the world. All that taste, money and ingenuity could do was brought into play here, and the result is a veritable marble hall such as but few of the stately palaces of the Old World can equal in grandeur. The entire establishment is tastefully fitted up, and ranks among the most reliable as well as the most fashionable dry-goods houses in the country. On the same side of the street, just south, is the large general store of

Fish, Joseph & Co.—Which enjoys a large patronage. This was formerly Pardridge's main store. Next door south is

The Boston Store—The greatest bargain establishment of this section. This store is crowded—thronged is a better word—from morning until night, and it is with difficulty that we can make our way through it. Two large stores are occupied to their full height on State st., and the house besides around the corner to Madison st., where another immense building only partly provides for the enormous custom which the Boston Store attracts. On the opposite side of State st., are Stevens' Silk House, Wilson Bros. (who insist upon selling what they call "gents'" furnishing goods) and Mandel Brothers' dry goods house. The latter extends through to Wabash ave. In the next block are a large number of dry goods, boot and shoe, kid glove and musical houses, all of which may be termed the first-class, but none of which rise exactly to the dignity of eminence in their peculiar lines. Here is the cheap jewelry center also, where plated things may be found that will pass muster almost in any crowd, but you want to stand on the corner for a while and notice the surging tides of humanity which sweep by here from all points of the compass.

ELEVENTH DAY.

Are there corner drug stores where you came from? No. Well, you don't know how convenient they are! Here in Chicago we have several corner drug stores—several hundred, I should say. It is a cold corner that hasn't got its drug store! Do they all sell drugs exclusively? Oh, dear no! They sell drugs least of all. The drug stores of Chicago haven't gone quite so far as the dry goods stores, but their range is long and their field is wide. As yet they have not begun to handle anvils or agricultural implements, but the tendency is in that direction. The modern Chicago drug store deals in cutlery, amateur painter's supplies; dispenses mineral waters, liquids of all shades and of every degree of specific gravity; handles face powders and postage stamps; receives orders for daily papers; communicates telephone messages; orders coal or calls a carriage; acts as an advertising agency; solicits book orders; keeps constantly on hand a large and varied assortment of society stationery; sells chewing gum; has a large cigar patronage; keeps a city directory; provides a waiting-room for people who have engagements with each other; carries on a traffic in bottled goods for family use, and sometimes fills prescriptions. And they do all these things well. There has lately been a cry raised against the druggists because it is claimed that prescriptions can not be correctly or safely compounded by a young man who is called away from his mortar every few minutes to change a dime, sell a stick of gum, or order a cab by telephone. Yet but few of us die annually from prescription clerks' mistakes. At least if many of us die from this cause, we don't know it. Of course, there are a number of sudden deaths here daily, and a disease frequently takes a strange turn, which even the physician can not account for, after the medicine he prescribes is administered; but it wouldn't be fair to say that the prescription clerk was responsible for these things until we had positive proof of it. This positive proof we may be able to obtain in the next world, perhaps. Certainly not in this. But we are now in one of the best known corner drug stores in Chicago. This is called

Buck & Raynor's Corner.—I wouldn't undertake to tell you how many hundreds of thousands of people have met here, or in front of this little drug store, by appointment. There are two such places in the city. The other is Dale & Sempill's, on the northeast corner of Clark and Madison sts. We will meet there later on. But I suppose that it wouldn't be out of the way to estimate that a thousand persons meet on this corner by previous engagement every day. They meet for all sorts of purposes. Ladies who are shopping and who lose each other in the crowds have a tacit agreement that they will meet here at a certain hour. Ladies meet their husbands here in order to get a supply of pin money. Ladies sometimes meet the husbands of other ladies here. Lovers meet sweethearts here. Men meet men here (but not often). It is a general rendezvous—a public trysting-place. From our corner we can see the establishment of

James Wilde, Jr., & Co. across the street, one of the finest clothing houses in the country. Mr. Frank Reed is the manager of this house, and he has built up an immense business, I am told. The magnificent building now occupied by Wilde is to be torn down shortly to make room for a sixteen-story sky scraper which Mr. Otto Young is to erect on the site. It seems too bad to demolish a building erected less than twenty years ago, and one of the finest in the city; but modern progress is inexorable and this is only one of many such instances. Elegant structures are either being torn down or remodeled completely throughout the entire business center. I understand that Wilde is going to move to the old Hyman corner, that is the northeast corner opposite. The ground upon which we stand at present is

School Property.—This block, bounded by Madison and Monroe, State and Dearborn sts., is one of the most valuable in the city. It belongs to the Public School fund. The ground is leased to the present occupants at a high rate, which is subject to an increase from time to time. On this block of school property stand McVicker's Theatre, the Tribune building, the Journal building, the Stock Exchange building, and some of the most important of the dry goods houses fronting on State st. There isn't much danger that the school fund will suffer while it has this sort of income-producing property at its back. I am afraid I would only tire you by telling of all the places of interest on our trip. We are passing now, one after another, retail stores which differ very materially from those which have already been pointed out. On the southeast corner of State and Monroe sts. is the

Palmer House, one of the grandest buildings in the country. [See Palmer House.] This building occupies nearly half the frontage of the next block on the left. Opposite is the

Bee Hive, a popular dry goods establishment, and then, on the same side of the street, beginning at the alley, running to the corner of Adams st. and extending back to Dearborn st. an entire block, is

The Fair.—Here is an attraction for strangers, the like of which you will find nowhere else in this country. The only establishment I know of that bears any resemblance to it is the "Bon Marche" in Paris. [See Fair, The.] The work of demolition has begun here preparatory to the erection of the greatest commercial structure in the world. [See Fair Building.] It will require an hour or two of your time simply to walk through this establishment. You might spend a day in there with pleasure and profit. At any rate I am not likely to see you again to-day, so I will promise to meet you here in the morning. Yes; you can get any thing you want here, from a rubber doll to a lawn mower. Just step inside and see for yourself.

TWELFTH DAY.

You have seen the Fair. It is worth something to be able to tell that to your friends when you return. E. J. Lehman? Yes, overwork. A young man yet, but broken down in health. His success was marvelous. From the very humblest of beginnings he arose in a few years to a dizzy height in commercial prosperity. It was not success that turned his head. He was a practical and a plain man from beginning to end. There are still some prospects of his recovery. Everybody in Chicago would be glad to see him well again. Across the street is

The Leader, an establishment similar to the Fair and one that is rapidly becoming popular with the ladies. Although quite a new house it has already an immense patronage. The managers of the Leader are thoroughly wide-awake, and they are making friends by the hundred daily. You must go through this establishment. Here the crowds are as dense as you have found them elsewhere. No stronger proof of the fact that Chicago is a great city can be given than is made evident by these immense throngs of people. None but a great city could supply a demand sufficient to justify the existence of such establishments as The Fair, The Leader and

Seigel, Cooper & Co.'s, which we come to after passing a number of handsome stores. Seigel, Cooper & Co. were referred to in THE STANDARD GUIDE of last year as occupying a large portion of the block beginning at the southeast corner of State and Adams streets. Since then they were burned out completely, the fire being one of the most disastrous of recent years in this section. They afterward reopened just a block to the east, on the northeast corner of Wabash avenue and Adams street, but moved into their present quarters in the mammoth Leiter building in time for the summer trade of 1892. This firm has now an opportunity of expanding until it shall occupy more floor area than any other house of the kind in Chicago. All of these great general stores are growing. Everything in Chicago grows, except perhaps the death rate. There is no standing still here. You must either move on or be pressed backward. Some of the best houses on the streets ten years ago have disappeared. They wanted to be conservatively respectable. They tried to be nice, after the old fashion. They wouldn't advertise, or they wouldn't cut prices. Their age and high standing didn't save them. They have gone from our gaze. Nor can any of the great houses we have seen during the past few hours afford to sit back on their dignity or compel the trade to come to them without the asking. They must bid and bid high for it. If they hesitate, the man next door will forge ahead of them. There used to be such a thing as an "established" business. There isn't any longer. The public isn't sentimental nowadays. Old houses have no particular charm for the people unless they keep pace with the new houses.

We will turn back, passing the "Hub" and the "Bell," two well-advertised clothing houses, and drop over to Clark street. North of the Postoffice Clark street is a very handsomely built and a very respectable thoroughfare. Near the corner of Adams street and for blocks up we find the city ticket offices of all the great railroad companies. Besides these we pass restaurants, clothing stores, jewelry stores, clothing houses, etc., all of a character which gives a Bowery-like air to the street. Near the corner of Madison and Clark streets is Kohl & Middleton's Museum, which you can enter for the small sum of ten cents, but don't go in now. Now we have reached the most important street intersection in the city,

Madison and Clark Streets.—Madison street is the principal east and west and Clark street is the principal north and south artery. It should not be inferred from this, however, that Clark street is more important than State to the south, for such is not the case. But it penetrates the North Division of the city, as Madison penetrates the West, and for this reason it is regarded as the great north and south thoroughfare. You might be highly entertained for a whole day on this corner just by noticing the people as they pass. It is estimated that 10,000 persons pass this corner every hour from 6 o'clock A. M. to 8 o'clock P. M. I believe it. It is not a stream but a flood of humanity that we see here. No wonder that these corners come high or that the merchants who occupy them are prosperous. They are considered the best corners in the city for business. The names of the stores around here are all familiar to the people. We will stand on Chambers' corner for awhile before separating, and meet here again in the morning, when we will be able to take a look at the corners and talk about them at our leisure.

THIRTEENTH DAY.

I did not think it advisable to point out to you as we walked up Clark street yesterday the entrances to the numerous gambling-houses which line that thoroughfare. I don't think it any part of my duty as a guide to "steer" you against a brace game or a square game. If you are inclined in the direction of faro, roulette or poker, you do not need to be told where to find these games in full blast. I never knew an amateur gambler in my life who couldn't scent the lair of the tiger and hear the rattle of the chips afar off. By some sort of intuition or natural attraction, unaccounted for in my philosophy, gamblers, professional and amateur, are certain to find a common meeting place. They will have no difficulty in finding all the amusement they want here, at any time of the day or night. Of course you understand, as I do, that gambling is suppressed in Chicago. The Mayor and Superindent of Police unite in the opinion that there is no gaming for money going on in this city, and that ought to settle it. Yet, we have been brushing up against well-dressed gamblers and would-be-sports for the past hour, and I have heard, in a semi-confidential way, that the professionals are reaping a richer harvest at present than ever before in the history of the city. There is something contradictory, not to say inconsistent, about all this, but I can not make it straight, nor can you either, no matter how hard you may try. I have spoken of the

"*Would-be-sports.*" These are altogether about as contemptible a class of young men as you will be unfortunate enough to come in contact with during your visit. They are found principally on the west side of Clark, between Adams and Washington streets. They dress nattily and spend their time in posing, generally near the entrances to the gambling houses. As a rule they are the sons of well-to-do parents. They do not find it necessary to work for a living. The one ambition of their useless lives is to be pointed out as gamblers. They are not gamblers however. They haven't got brains enough to be gamblers of the professional species. The men who follow gambling as a business haven't got time to pose. Usually they are not over-proud of their calling and have no desire to be pointed out as sports. They work hard for all they get, just like other people. If they make gains to-day they are likely to suffer losses to-morrow. They have their anxieties like the rest of us. Most of them have families. Many of them have nice wives and interesting children. Some of them live in highly respectable neighborhoods. They gamble only as a pure matter of business, and not because they are infatuated with the green cloth or the surroundings of the gaming table. You don't see these men posing in front of the saloons or gambling entrances, as I said before. They haven't got time. Neither do they flash Alaska sparklers, nor wear lavender pantaloons, nor light kid gloves, nor spend their time in "mashing" the foolish maidens, just past school age, whom you may see tripping by here in the hope of catching smiles from the would-be-sports. There are other young men along this street and around these corners who would also like to be known as gamblers. They are only thieves, however, and of the lowest order. They are cowardly thieves—fellows who rob drunken men, or who can be hired to commit anything in the nature of a small crime. Some of them are

"*Bunco Steerers*," ruffians who worm themselves into the confidence of strangers, and induce them to visit disreputable gaming houses where they are certain to be robbed. They do this business for a commission. The "Confidence Man" proper I can not point out to you, for if he be

A Confidence Man, worthy of the name, there is nothing about his appearance or his manners to indicate that fact. But you may be certain that he is here, somewhere, and looking for a victim. He seldom makes a mistake. Before night some fool will cash the check he carries with him, or advance money on the warehouse receipts which he will produce at the proper moment. The most famous gambling house on the street for years was

"*The Store*," kept by Michael C. McDonald, northwest corner of Clark and Monroe sts. McDonald coined money there. He is a millionaire now and one of the principal stockholders and managers of the Lake street elevated railroad. Besides, he is an influential politician and in his time has made and unmade a large number of local statesmen. We will see his residence on Ashland ave. later. The gambling houses now in existence are scattered throughout this neighborhood. The most prominent of them is the place conducted by a person named Hankins near by. There is a magnificent saloon and sportingmen's resort in the vicinity, conducted by a gentleman named Mr. Harry Varnell. We will let you find this place and several other places of the same kind if you are seeking them. For the present we will leave the sporting men and the sporting men's resorts and step across Madison street to a corner that is full of present and historic interest to the Chicagoan. This was formerly known as "Dale's," it is now favorably and familiarly known as

Dale & Sempill's.—I don't believe there is a corner in this great city which is better known. This has been the case during all the years I can remember in Chicago. Mr. Dale was a gentleman everybody liked. He kept open house for the public, and hundreds of thousands of people have occupied the seats provided for those who are destined to wait for other people, in the drug store. Mr. Dale is succeeded by Mr. Sempill, another gentleman of the same hospitable disposition. You do not feel that you are intruding when you drop in here to wait for the friend who never comes, or to keep an appointment with the man who has been unavoidably delayed. Dale & Sempill do a great business while you are waiting. You are bound to admire the manner in which the business is managed, and your admiration extends to the elegant soda fountain, where the thirst of countless thousands is quenched annually. It is well worth while to spend a little time here, if only to watch the crowds as they pass by. There is a procession of humanity moving past the door, and you will wonder, as I have wondered hundreds of times, where all these people come from and where they are going to. Across the street is the celebrated

Chamber's Corner, called after one of the oldest and best established jewelry houses in the city. Mr. L. Z. Leiter owns this building, and the property upon which it stands is worth something like a hundred dollars a square inch. Running around this corner with entrances both on Clark and Madison streets, is the great retail clothing house of

Browning, King & Co.—This firm has establishments in nearly all the large cities of the country. The parent house is here, however. On the southwest corner of Clark and Washington streets is the famous

Opera House Block.—This is one of the most imposing structures in the city, eleven stories in height, erected in 1885 on the site of the old Tivoli Gardens, once a popular resort. On the street level are stores with lofty ceilings, and plate-glass fronts that are desirable for the display of goods. In the main lobby are six rapid elevators, that are constantly whizzing up and down in their iron cages on either side of the entrance. The walls are wainscoted with slate and marble in the most approved fashion and offices are arranged either single or *en suite* to meet the demands of all professions. Situated in the center of this vast pile of masonry is the Opera House. The building is fire-proof throughout and is the property of the Peck estate. On the southeast corner is the

Methodist Church Block.—This is on the outside a business structure, given over to offices, stores, etc.; but in the body of the building is an auditorium, where the services of the Methodist Episcopal Church are held regularly. The property belongs to that denomination and is very valuable. On the northwest corner is the Court House, and on the northeast corner is the

Reaper Block, built by the late Cyrus H. McCormick, immediately after the great fire. It derives its name from the business in which Mr. McCormick was engaged, the manufacture of reapers. One of the handsomest of the old office structures of Chicago: Property of the McCormick estate. To our right, on Washington street, south side, is the Cook County Abstract Company's building, and after passing up Clark street, by the Grand Opera House, and taking a look at the Sherman House, we find ourselves opposite

The New Ashland Block, a beautiful and modern office building, finished in 1892. Just east of here is the magnificent

New German Theatre, with its tower rising skyward. This structure is described elsewhere

FOURTEENTH DAY.

We will take a circuit around some of the down-town squares to-day, beginning where we left off yesterday, at the corner of Randolph and Clark sts. The Court House and City Hall are on our left as we move to the west. Passing the Sherman House we come to the

Fidelity Bank Building.—This structure is occupied by a private banking firm now. There are also safety vaults here. I remember the time when the scenes inside and outside of this building were as wild as any I have ever beheld in Chicago. This was during the savings bank panic in 1877. John C. Haines was the president of the Fidelity, and he paid out money as long as he could; but the line of frightened depositors lengthened out hour after hour and day after day, until finally he ran out of funds.

In the meantime the States Saving Institution, around the corner to the left, and the "Bee" Hive, around the corner to the right, had closed their doors. There was "intense excitement," as the newspapers say, but even this blew over in time and the bank crash was soon forgotten. Next door to the Fidelity is the entrance to Hooley's Theater. [See Amusements.] A little further on and we come to the most dangerous street crossing in the city. This is where the North Side cable cars enter and leave the La Salle st. tunnel, where the West Side cable cars turn from La Salle st., and where two processions of horse cars are continuously moving east and west on Randolph st. Strange that so few accidents occur here. It is due to the fact that the danger is realized by pedestrians, that policemen are constantly on the alert, and that drivers and gripmen keep their wits about them while passing these corners. [See Hell Gate Crossing.] To our left as we walk toward the east is

Heath & Milligan's paint and oil establishment. Mr. Monroe Heath, the senior proprietor, was formerly mayor of Chicago, and he is the man who restored the finances of the city, and established the credit of the municipality abroad after the dull period which followed the fire and the panic of 1873. Along here are a number of similar concerns and business houses not particularly worthy of our attention. On the northeast corner of Randolph and Fifth avenue is the Briggs House [see Hotels], and on the corner of Washington street and Fifth avenue is

The Times Building, from which is published the *Times*, the *Frie Presse*, the *Abend Post*, and several other well-known publications. On the opposite corner is the stately and beautiful

Staats Zeitung Building—Where the *Staats Zeitung* newspaper is published. [See Newspapers.] Walking east on Washington st., to our right we behold the new office building of

The Evening Post, a handsome structure, in which is published one of the best evening papers in the United States, and just two doors east of it is the elegant new

Herald Building, a decided improvement upon the surrounding architecture and one of the handsomest structures erected in Chicago during recent years. Returning to Fifth ave., just around the corner to our left is the building formerly occupied by the

Arbeiter Zeitung.—It was here that the conspiracy which culminated in the Haymarket massacre was hatched; here Spies was arrested, and here were discovered great quantities of bombs and infernal machines. [See Haymarket Massacre.] On the corner of the alley opposite is the *Globe* publication office, and on the other corner is the old *Herald* office. Across the street is

The Daily News Office, which extends over a large portion of the block. The building occupied by the editorial and mechanical departments, a new and handsome one, is in the rear, fronting on the alley [see illustration]. This is one of the most complete newspaper buildings in the country. You will be permitted to visit the press rooms of the different newspaper offices at seasonable hours, and I can not suggest anything that will interest you more than the process of stereotyping and printing in one of these big publication offices. The newspaper neighborhood is undergoing disintegration at present. Most of the leading offices will shortly be located away from Fifth avenue, for many years the favorite stamping ground of the printer and reporter. We have now reached the intersection of Madison street and Fifth avenue, another crowded and dangerous crossing, and we will step into

Arend's and take a glass of his refreshing and incomparable Kumyss. A wonderful drink is Kumyss. Of all summer drinks, or winter drinks either, for that matter, it is the most refreshing and the most healthful. I am a sufferer from dyspepsia myself, and I know what I am talking about. When nothing else in the wide world will conduct itself properly in my stomach, I fly to Kumyss and find relief. Dr. Arend is a public benefactor, and I say this much about his Kumyss without hope of reward, excepting in the consciousness that I have given publicity to a great truth. Arend's Kumyss is to be found in all the leading hospitals of the city now, and upon the tables of the best families. Directly across the street our attention is called to the new

Security Building, now being erected on the southeast corner of Madison street and Fifth avenue, after plans by Clinton J. Warren. The structure will be one of the finest in the city. It will be fourteen stories high, and will cost between $350,000 and $4 0,000. The first three stories will be of granite, while the upper floors will be of pressed brick and terra cotta.

FIFTEENTH DAY.

We will start from the corner of Madison and Clark sts. this morning and walk west. The corner itself—or, rather, the four corners—we have seen before. About the center of the block to our left is Burke's European Hotel and beneath it is the

Chicago Oyster House, a very large, a very beautiful and a very popular restaurant with business people. They feed about five thousand people here every day. Opposite is the Hotel Brevoort, recently enlarged [see Hotels], a central meeting place for wholesale men and country merchants. Next to it is the Tacoma, the first floors of which are occupied as stores; the inevitable drug store, and this time a very handsome and well-conducted drug store, being located on the corner.

Berry, The Candy Man, has one of his numerous branch shops here. I might as well tell you once for all that you will find Berry's candy shops everywhere throughout the city. The proprietor of these places has made a great deal of money by giving people taffy—at a reasonable price per pound, and a handsome new building on West Madison st. and Ashland ave. testifies to the fact. Across the street from the Hotel Brevoort is the entrance to

Farwell Hall—A celebrated assembly room, and the Young Men's Christian Association. Farwell Hall in its time has held many notable gatherings. It was here that P. P. Bliss, the composer of sacred music and sweet singer, delighted vast audiences day after day for months during the great Moody & Sankey revival period. Yes, he's dead. Went down with his wife and a score of others in the horrible Ashtabula railway accident. Here Moody and Sankey have held forth frequently, and here also Francis Murphy has preached gospel temperance to multitudes. Others equally well-known have been heard from the platform, among them no less a personage than George Francis Train. It was in Farwell Hall that the bolt occurred among republicans which resulted in the defeat of Grant and the nomination of Garfield in 1880. The Young Men's Christian Association uses this hall frequently for large gatherings, noonday prayer meetings, etc. [See Christian Organizations.] Passing over La Salle st. we come upon the fronts of two blocks of buildings which will probably be transformed during the next three years. This part of Madison st. is not up with the times. Restaurants, billiard halls, saloons, second-hand book stores, news-stands, etc., monopolize it. Here

Charley Curry, a young man who for years served the down-town business people, with newspapers on Arend's corner, has established himself as a book and newsdealer, and is rapidly winning his way to fortune. He has a handsome branch in the Central Music Hall building. Across Fifth avenue we enter upon the outskirts of the

Wholesale District.—This district at present may be bounded as follows: By Fifth ave. on the east, the river on the west, Randolph st. on the north and Van Buren st. on the south. There are two wholesale districts, however, and they are so far apart that it will be many years before the entire jobbing business is centered in one locality. To find room for it it will be necessary to cross the river to the West Side. A movement in this direction has in fact already begun, but the large houses which have located on Canal, Clinton, West Washington and West Randolph sts. up to this time are mostly in the machinery and machinery supply trade. The great dry goods houses are now all located in what is known as the New Wholesale District, into which we are about to enter. The old wholesale district extends along Wabash ave., from Van Buren st. north to the river. and here there are jobbing houses in almost every line (except wholesale dry goods) from millinery to grocery goods. Moving west on Madison street we pass several blocks of buildings that are passing through a change. The wholesale trade has been gradually drifting away from this street, to the south. The retail trade has not yet taken a fancy to it. That barn-like structure on the northeast corner of Madison and Market streets was formerly occupied by Marshall Field & Co. as their wholesale house. It is now simply a storage warehouse, and an eye-sore to property owners in the vicinity. The streets to the left are all built up elegantly, and the great wholesale boot and shoe, clothing and dry goods houses may all be visited in a day's trip along Fifth avenue, Franklin and Market streets to Van Buren, and along Monroe, Adams, Jackson and Van Buren streets, from Fifth avenue to the river. A tremendous amount of business is being done in this section. The stranger will be received courteously in a majority of the leading houses. J. V. Farwell & Co.'s great establishment is worthy of a visit, and so is Field's, but there is more or less of interest to be found in all the houses of this section, and it would hardly be of value to the reader to point out particular establishments. I will leave you to follow the best of your inclination. I must before doing so, however, call your attention to the architecture of this section. You wil notice that it differs very materially from that of any other section of the city. Take the Farwell Building, for instance, a specimen of modern commercial construction of the plain school, and compare it with the massive structures occupied by Marshall Field & Co. and James H. Walker & Co. The latter building is a beautiful one. Among the most familiar names you will see down this way is that of

Henry W. King & Co., wholesale clothiers. Their quarters are spacious and their facilities unlimited. This is one of the greatest clothing establishments in the world. The firm not only leads in the trade here but has extensive branches in nearly every large city in the West. Carson, Pirie, Scott & Co.'s new wholesale house is also down this way. Walking west on Adams street, we pass the beautiful general office of the Chicago, Burlington & Quincy Railroad Company. We must enter these great buildings as we come to them, of course. A whole day might be given to Marshall Field's, and we would have to spend a week in this district, if we were to do full justice to the trip. I have hurried you around it, pointing out only the most prominent houses. I now leave you to take them in at your leisure. No, as a rule, there will be no objection to your walking through the establishments. You will be met with courteous treatment everywhere. Just say that you are a stranger and that will pass you. Take your time, and to-morrow morning we will visit another portion of the business center equally as interesting.

SIXTEENTH DAY.

Dickens tells us in one of his novels of a London thoroughfare which, at the time of his story, was passing through that unhappy stage of transition when people had begun to abandon it as a residence street, but as yet other people had not looked upon it as a desirable avenue for trade. For nearly twenty years Wabash avenue has been going down hill as a residence street. There has never been any doubt but that some day it would become one of the greatest commercial avenues of the city; yet up to five years ago the process of transformation south of Van Buren street was exceedingly slow. For many years the ground laid bare by the great fire of July, 1873, was permitted to lie vacant, the owners being uncertain as to the future. There was no demand for handsome residences north of Twenty-second street, and rentals sufficient to justify the erection of large business blocks could not be obtained. The ground was too valuable for small buildings so that the street remained at a stand-still. The Auditorium enterprise, however, attracted attention to south Wabash avenue, and during the past years real estate transactions on that thoroughfare have been very active. If half of the enterprises projected are carried out it will be one of our most magnificent streets before 1893. North of Congress street it is at present a most beautiful thoroughfare. Magnificent buildings line the avenue on either side as far as the eye can reach. Some of the most beautiful commercial structures in the city are to be seen along here. To the south and north of the Auditorium building we pass through the

Carriage District.—It is wonderful how the different departments of trade finally become consolidated. Here we find one carriage repository after another, the most noticeable of them being C.P.Kimball & Co.'s and H.J.Edward & Sons'. Here also we find the Pope Manufacturing Co., the great producers of standard bicycles; here also is the Springfield Bicycle Co., the Standard Sewing Machine Co., the Warwick Cycle Co., and a number of sewing machine and bicycle establishments, all within the space of a block. The beautiful salesrooms of the J. L. Mott Iron Works are on our left, the New Haven Clock Co., a little farther north; the William Rogers Manufacturing Co., the name of which is celebrated in connection with plated ware, is also on the same side. Now we pass the great window glass warerooms of George F.Kimball, the Michigan Buggy Co., and more carriage, sewing machine, bicycle and wagon warerooms. In fact, it is nearly all carriages along here until we reach Hubbard court and the

Cyclorama Buildings on the South. While you are down here you might as well spend an hour looking at the wonderful picture, "The Battle of Gettysburg." Other cities have "Battle of Gettysburg Cycloramas," but they are copies. This is the original. On the opposite corner is the new and magnificant "Niagara" Cyclorama, which is attracting great crowds. Down the avenue farther on our left is the "Libby Prison Museum." [See Illustration and Amusements.] We will now retrace our steps, dropping into a few of the great carriage warerooms on the way back, and walk up the avenue from Congress st. We at once find ourselves in a district monopolized by manufacturers and dealers in office furniture and fixtures, and from this we pass into another district given over to pictures and picture frames. Then we step right in to the

Varnish District, where a score of firms are engaged in the varnish, paint and oil traffic. Another distinctive district merges into this. It is occupied by dealers in marble and wooden mantels, picture mouldings, etc., and here, between 241 and 263, we find ourselves in a hive of subscription book publishers. But don't be frightened The safest place on the battle-field is under the ammunition wagon. We must hurry along here. The show windows are seductive and were meant to detain us. Let us drop into the different store rooms and see the displays of books, paintings, engravings, ornamental marble work, fine furniture, etc., etc., which are temptingly arranged all along here. At No. 241 we come to the Weber Music Hall and close by is the magnificent new

Kimball Hall, one of the finest structures on the avenue. [See W. W. Kimball Company, under heading, Great Industries.] The Weber and the Kimball Hall buildings are occupied by music teachers, principally, and by persons connected with the music trade. Passing up the avenue we stand here and there admiringly in front of the picture store and furniture store windows, of which there are many, and we find the day wearing rapidly away as we pass from Wirts & Scholle's into O'Brien's art gallery, where I will leave you for the remainder of the afternoon, knowing very well that you will not care to come out of there until you have exhausted the patience of the attendants.

SEVENTEENTH DAY.

As you left O'Brien's yesterday evening, the employes of James H. Walker & Co.'s immense retail establishment, on the southwest corner of Wabash avenue and Adams street, were just quitting work for the day. Although State street has monopolized the retail dry goods trade for many years, James H. Walker & Co. have so established themselves down here now that customers leave the big thoroughfare to the west naturally, and no longer feel that they are going out of their way when they step over to Wabash avenue. A large number of important houses are contemplating a move toward this center. Before we leave this corner I want to call your attention to the establishment of the Root & Sons Music Company. This house was founded by the popular composer, George F. Root, whose songs you have either sung yourself or listened to in the good old days. It is one of the largest music houses in the country. At No. 204 we find

Brentano's, the Chicago branch of one of the leading book and periodical houses of the world. Brentano's establishments may be found in London, Paris and New York. Here you will find anything that is standard in foreign and domestic literature, guide books, periodicals, newspapers, etc. The next block is given over to picture stores, photographers, publishers, fancy goods dealers, cloak and suit establishments, etc., and the windows are all attractive. The great millinery house of

Keith & Company is at our right as we pass up, and it seems to be the gathering place just at present of all the milliners in the country. They are here making their full purchases. One after another now we pass, smaller but no less attractive millinery stores, that branch of trade having found a center in this vicinity. Yes, they are all wholesale houses exclusively. S. A. Maxwell's well-known house is passed, and in the vicinity are a number of publishers and fancy goods store. The monotony is broken by the great family grocery house of

Charles H. Slack.—This is a concern of genuine Chicago proportions. It is one of the largest, handsomest and most complete retail grocery houses on the continent. The show windows are themselves a treat. Now we pass the headquarters of the American Baptist Publication Society, and the American Tract Society, and we find ourselves entering the great publishing and book house of

A. C. McClurg & Co., which has grown up with Chicago and occupies a position second to few of the great publishing concerns of the world. Here you will find several floors of wide area given over to the display of books and high-class engravings. A. C. McClurg & Co. publish extensively themselves and are prepared to furnish anything from a single volume to an outfit for a public library. This is a great resort for people of literary taste, and I am proud to say that Chicago people of literary taste are very numerous. There are a large number of interesting houses along here, for instance Spoor Mackey's big wall paper house, Belford, Clark & Co.'s publishing house, the International Library Company, and more especially the

Tobey Furniture Company, which is one of the most conspicuous concerns on the avenue, partly because it is one of the largest, partly because of its beautiful front and partly because of its elegant window display. This building was occupied for a long time as the branch house of A. T. Stewart & Co. That firm came out West with the idea that it would close up a number of the great Chicago houses which were cutting off its business behind the ears. Finding that it couldn't close up the Chicago houses it did the next best thing and closed up itself. Afterward the great store rooms were occupied as a wholesale hardware concern, now out of existence, but it remained for the Tobey Company to give the corner life and animation, and it is now one of the establishments which is making Wabash avenue a popular street. Across the street is an establishment well known throughout this country, and in Europe where its buyers are often met with. This is the house of

D. B. Fisk & Co.—Magnificent both as to exterior and to interior. It is a wholesale millinery house of the highest order, and goods are shipped from here, north, south, east and west in quantities which I wouldn't dare to estimate. But wherever you go you hear of D. B. Fisk's millinery, and wherever D. B. Fisk's millinery goes the loving husband and the indulgent father pays the freight. On the corner diagonally opposite is a house you can not pass, I am certain. No, you must go inside. I knew it. This is the great China, glass, porcelain, Dresdenware, etc., etc., establishment of

French, Potter & Wilson.—The window display is magnificent, but it is only a hint of the beautiful and the pretty and the costly things to be seen inside. Nearly everything here is imported. There are some beautiful lamps, some charming vases, some elegant dinner and tea sets; but we must move on for the present. You can come back and take your own time later in the day. Looking up or down Wabash avenue from this point we behold one of the most magnificent business streets in the world. Unlike some of our streets, the architecture is nearly all of a uniform character and the height of the buildings is six stories. We now come to the business college of

Bryant & Stratton.—This institution has turned out more thoroughly equipped young business men than any other in the country. Many of the most successful merchants in Chicago to-day have received their training here. It will be worth your while to go up and take a stroll through the college. [See Private Education.] We are now on the outskirts of the wholesale grocery district, and we begin to see evidences of it in the number of cigar signs, gunpowder signs, etc. I don't know why gunpowder and wholesale groceries should always flock together, but they do. There are some stove establishments and wholesale drug houses and chemist supply houses here, but we are in the midst of the wholesale tobacco and cigar men, generally speaking, and these go hand-in-hand with the men who handle teas, coffees, sugar and molasses. Here is the Frazer Lubricator Company, of which Mr. George B. Swift, formerly commissioner of public works, is president, and a perfect row of tea houses. In

Doggett's Building, at No. 34, there are about a hundred commission firms doing business in every branch of trade related nearly or remotely to the grocery business —from minced meats to tallow candles,—and on the corner opposite is the well-known name of

Franklin MacVeagh & Co.—Mr. MacVeagh is not only a distinguished merchant but a distinguished citizen, and is a brother of Hon. Wayne MacVeagh, who served in Cleveland's cabinet. Franklin MacVeagh & Co. are wholesale grocers and very prominent ones. I will only take you a little farther down this way, because the streets are beginning to fill with wagons, and it is difficult for the ladies to climb over the sugar barrels and salt fish casks which line the sidewalks. If we will follow this street, it will take us around to the site of old Fort Dearborn [see Fort Dearborn]; to Kirk's great soap factories, where 70,000,000 pounds of soap are manufactured annually. There is a congestion here, as you will readily notice. A walk toward the north will bring you into the midst of a section where you will find it difficult to make your way without risking life or limb. An effort is being made at this writing to give pedestrians and private conveyances an outlet to the North Side from Wabash and Michigan avenues. The Rush street bridge, which you willl come to, if you follow the traffic, is crowded so for sixteen hours a day that it is dangerous to attempt to cross it with a light vehicle. Heavy wagons are the rule down here, and only heavy wagons can forge their way through. The

May Subway is designed to afford the people of the South and North divisions an opportunity of crossing the river without being subjected to the annoyances which now beset them. The latest estimate of the cost of the May subway, which, in plain language, is to be a tunnel to connect Michigan boulevard with the North Side park system, is $1.676,250. This, of course, has nothing to do with land damages, if there be any, but is an estimate on the actual cost of the work. The length of the projected "May" subway from the north line of Madison street, produced thence along lines of Central avenue and Pine street to south line of Ohio street, is as follows:

	Feet.
South approach	792
Single arch to river dock line	1,503
Double arch section	466
Single arch to commencement of north approach	519
North approach	451
Total length	3,731

There is every reason to believe that this magnificent public work will be undertaken during the year 1892, and that it will be completed before the opening of the World's Fair. Its completion will give the people of the North Side direct connection with the boulevard and park system of the South Side, and the peoples of the South and West Sides direct and safe connection with Lincoln Park, the North Shore Drive and Sheridan Road, making practically one great pleasure highway from the Indiana State line to a point twenty-six mils north of the Court House. To-morrow we will visit the residence district of the South Side.

EIGHTEENTH DAY.

Yes, naturally, we begin with Prairie avenue. Why not? It is the avenue of avenues in Chicago. There are people and very nice people, and very wealthy people, and I might add very exclusive people, living on other avenues, but on no avenue in the city are there to be found the homes of as many people whose names are so closely allied to the enterprise, the progress and the culture of Chicago. We will take a plain, ordinary every-day street car to Sixteenth street, and walk east, toward the lake. Then we will walk south and I will point out the residences to you as best I can, and tell you who occupies them. In the first place you are disappointed with Prairie avenue as you see it, looking south from Sixteenth street. It isn't lined with palaces; no. The homes of the millionaires of Chicago are not palaces. There are much handsomer residences than a majority of these to be found on other streets and avenues. Many of the mansions are comparatively old. Some of them have a weather-worn appearance. You see it is this way—the people who occupy these houses have long since passed that stage of human weakness which demands display. They could have onyx columns, and burnished cupilos, and stained glass bay windows, and polished marble sidewalks, and little bronze cupids, and all these things if they wanted them, but they don't. They don't need them. The people along here are not of the Veneering variety. They are solidly wealthy. They can afford to let those of us who are struggling to command attention fire off the pyrotechnics. What they want is simply comfort, and this with as little ostentation as possible. Of course I am speaking generally, and of the people who belong to this avenue. There are some here who belong to other localities, but not many. Don't make the mistake either that these mansions are not elegantly furnished, or that any of the little things that contribute toward making a home the center of culture and refinement are wanting here. The walls of many of these mansions are hung with the works of the greatest masters of all times; the libraries are not merely so in name but in fact, and from threshold to garret, if you should be invited to make an investigation, you would find that elegant taste and good judgment have been brought into requisition in regard to every article and every adornment that your eyes may rest on. With this little speech we will take up our line of march. The Sweenic residence is on our left as we move south, and we pass the homes of Josiah H. Boyer, Joseph L. McBirney, Walter H. Wilson and John H. Hamline, on the same side of the avenue. On the other side are the handsome residences of John G. Shortall, Henry L. Frank, and of P. E. Studebaker, the wagon and carriage manufacturer. Next door to him lives William R. Sterling. A little further down is Mr. Granger Farwell's place, and opposite is the home of the great coal merchant, Robert A. Law. South of Mr. Farwell's are the homes of Hugh J. McBirney, Isaac M. Linville and the

Hon. Jesse Spalding, the wealthy lumber merchant, Pacific railroad director and prominent politician. South of Mr. Spalding's we pass on the same side the home of William G. Hibbard, and on the other side the residences of Abraham Longini, Morris Einstein, Peter Brust, Rev. George C. Lorimer, Hulburd Dunlevy and Robert Gregory. At No. 1721 we pass the house of the late brilliant and popular lawyer, Wirt Dexter whose widow occupies the home now, and at 1729 we stand in front of the beautiful residence of

George M. Pullman.—This is a noble mansion, but far from being the home which you supposed Mr. Pullman lived in. We have passed on the other side of the street the residences of T. W. Harvey, of Albert Sturges and of Mr. James H. Walker. We are now in front of an odd-looking, but elegant residence, occupied by Mr. John J. Glessner, and the next is the residence of O. R. Keith. At 1816 we find the home of C. M. Henderson, the wholesale boot and shoe merchant; at 1828 that of Daniel B. Shipman, and at 1834 that of Fernando Jones. On the other side of the street is the home, of Mrs Miner T. Ames, at 1827 that of J. W. Doane; at 1901 Norman B. Ream resides, next door to him lives

Mr. Marshall Field, in an elegant but unostentatious mansion. At 1919 is the residence of Charles Schwartz, the well-known Board of Trade man; and further north, at 201', is the residence of George L. Dunlap. Mrs. H. O. Stone, a leader in society, resides at 2035; Mr. Elbridge Keith lives at No. 1900, and the home of Edson Keith is at 1906. Mr. Samuel Allerton's number is 1936; John M. Clark's is 2000. Going over to the other side we come to No. 2117, which is occupied by

Mr. P. D. Armour. Like the homes of the neighboring millionaires, there is nothing about Mr. Armour's residence suggestive of the great wealth of its owner. It is a handsome dwelling as to exterior; as to interior, it is fitted up with a regard to comfort principally, but at the same time an air of genteel refinement and elegant luxury pervades every part of it. From this point south we pass, on either side of the avenue, the homes of many of the leading people of Chicago. As a rule the dwellings are modest. The new fads in architecture, or what Joe Gargery might have called architectitooralooralism, have not found their way into favor along here to any great extent as yet. The street is as quiet as a country lane. Even the banana man's voice is hushed. No noise breaks the dignified stillness of Prairie ave., save the occasional whirr of an Illinois Central suburban train as it flies by the back yards of the buildings on the east side. Although close to the business center, the numerous annoyances of city life are practically left behind by the busy men who make their homes here when they enter its secluded and sedate precincts.

NINETEENTH DAY,

You will hear a certain class of people talking of the district in which we find ourselves to-day as the "aristocratic" quarter of the city. You will not hear any well-bred, well-educated or cultivated person make use of this expression. It is a decidedly vulgar method of conveying the idea that this section of the city is inhabited very generally by people of means. There is no such thing as an aristocracy in Chicago. There never has been an attempt made to create anything of the kind here. Our wealthy men are men who have worked their own way upward, they are men of the people, and I believe those of them who are ashamed of their humble origin are very few indeed. Mr. Field would be a gentleman if he didn't have a dollar, for he is naturally a gentleman. His wealth through all the years that he has lived in Chicago has not changed him in the least. The same is true of Mr. Armour—least aristocratic or autocratic of men—who is not above the humblest of his employes in his own estimation, and who would rather clothe and feed a needy child than dress for a banquet himself. Mr. Pullman is simply a workingman—a hard workingman—who seldom gets a vacation, and finds his greatest enjoyment in pursuits which are honorable but certainly not aristocratic. These are conspicious representatives of the successful mercantile class in this city, and as such are referred to in this connection. The whole tenor of their lives, viewed from any point, or in any light, proves them to be above a vulgar desire to be thought better than their fellows, simply because they have been more successful. The respect which is due to marked ability in any line of life, to genius, to indomitable perseverance, to spotless integrity, or to a high position well and honorably earned, belongs to these and to hundreds of other men who have attained prominence here. If they are regarded with very general esteem by the community at large, it is not because they have accumulated wealth simply, but because they have earned it well and honorably, exactly as men earn fame or position in other avenues of life. There is no mere truckling to or fawning before wealth here. A number of men in Chicago have great wealth who can command no respect. A very large number of men in Chicago have the respect of their neighbors and of the whole community who can command no wealth. With such an independent discriminative and democratic sentiment in existence here, an aristocracy would not be tolerated, even if there were among our wealthy men any so foolish as to favor its establishment. I say these things to you because some of the members of our party came from a country which not only tolerates but enjoys an aristocracy. We ought to understand each other before going any farther. There is no aristocracy here, then. We all stand an equal chance, if we behave ourselves. Now this is

Calumet Avenue—One of the finest residence streets on the South Side, second only to Prairie avenue and by some considered the handsomer avenue of the two. It is inhabited by a class of people such as we found yesterday on Prarie avenue, but perhaps not so many wealthy men are grouped together over here. Among the first residences we come to are those of Mr. John Buckingham, Mr. Norman Williams, Mr. C. H. Fargo, Judge Caton, and, a little farther down, Mr. J. C. Chumesero—all well known and prominent citizens. On the opposite side of the street we find the homes of Henry W. Hoyt, John A. Hamlin, John Alling and John R. Walsh, equally well-known and prominent people. These are all handsome residences, and are furnished in the highest taste. Going down the avenue we pass the homes of Lazarus Silverman, the banker; Otto Young, the well known merchant and manager of "The Fair;" John B. Drake, principal proprietor of the Grand Pacific Hotel; Robert M. Fair, of Marshall Field & Co.; Judge Kirk Hawes, John P. Laflin, J. H. McAvoy, the big brewer; John B. Mayo, the jeweler; and the homes of a number of other persons well-known in society and business circles. Calumet avenue has a distinguished air about it. The houses are all fresh-looking and the lawns are bright and attractive. We will walk down a few blocks to

College Place—Which is a decidedly respectable-looking little by-street. Here ome very prominent families reside, but we will only linger a moment to admire their homes before paying a similairly brief visit to

University Place—Another rather exclusive neighborhood, where the residents know all about each other and where a stranger would be likely to suffer criticism if he should dare to take up his abode without having been previously presented to the head of the Burgeoise circle. From University Place we naturally turn south on

Vincennes Avenue—Which is hardly quite as fashionable as some of its neighbors just yet, because it hasn't been so well built up. If you walk down Vincennes ave. to Forty-third st. you will come upon the Storey mansion, which faces that street with its rear resting on Grand boulevard. It looms up like a flour mill from where we stand now, and as a matter of fact it is more like a flour-mill in design and construction than any thing I know of. Yes, it will be sold one of these days and torn down. It was a mad freak. While we are in this vicinity, if you are not too tired, we will walk over to

Grand Boulevard.—This is one of the fashionable drives of the South Side, and I have already referred to it under the heading "Park System." Turn the pages over. However, I have said nothing about the people who reside on it. Commencing at the southern extremity, where it joins Washington Park, we will walk up. Among the handsome residences we pass to the right and left are those of Judge H. M. Shepard, Mr. Charles H. Aldrich, Brice Worley, John W. Conley, Mark Webster, William W. Peck, H. E. Henderson, Patrick McManus, S. J. Gorman, Norman T. Gazette, J. H. Campbell, S. P. Parmly, E. Frankenthal, J. McMahon, Judge Gwyne Garnett, John F. Finerty, George E. Cole, and, as the political calls say, "many others." I have not asked you to go through the south parks with me because you have all the information I can give you regarding those beautiful places in your possession already. I will let you take the parks in yourself later in the evening, and we will wind up our day's trip now by walking west on Thirty-ninth street, and north on Michigan boulevard. All of the streets running north and south and east and west in this neighborhood are interesting to the visitor, for they are beautifully built up and inhabited by people of means and culture. We can only notice them casually as we pass, however. From Thirty-ninth street, north to Twenty-second street, the east and west streets, with one or two exceptions, are considered desirable residence avenues. Especially is this the case with Thirty-third, Thirty-seventh and Thirty-ninth streets. The latter is a boulevard connecting Grand and Michigan boulevards. [See Park System and Map.] Passing west on Thirty-ninth street, we admire the cheerful aspect of the houses and find ourselves on

Michigan Boulevard.—It is still called Michigan avenue here, the park commissioners to the contrary, notwithstanding; and you will find it referred to elsewhere in this volume under that title. Michigan avenue is the popular name, and it is likely to cling for many years to come. But the street is a boulevard and under the control of the park commissioners. I don't care what people may say about other streets and avenues—about Prairie, Calumet, Lake, Ellis, Grand, the Lake Shore Drive or Ashland—Michigan is the finest of them all. What a magnificent stretch of perfect roadway lies before us! How stately and how elegant the graceful residences of the boulevard, with their handsome lawns and their wide-spreading shade trees, rising on either side until the street narrows to a beautiful country lane, in our vision, a mile to the north! The roadway is as level as the top of a billiard table; and the clickity-click of the horses' feet over the well-kept pavement is music to our ears, and carries us back to the courier's ride in "Held by the Enemy." We are passing some of the finest mansions in the city now—mansions of the new and golden epoch in Chicago's history. I can not point out all of them, but I will show you the homes of people who are well known here. At No. 4225 we find the home of Donald Fraser; a few doors north, on the same side, No. 3943, the residence of D. R. Lewis; at 3819, that of Rev. G. D. Knapp; and then, as we walk along, we pass in succession the homes of H. L. Bristol, Charles M. Hudders, Joseph Donnersberger, Enoch Root, C. W. Needham, George B. Wright, C. W. Allen, Charles E. Maxwell, A. A. Libby, S. F. Leopold, H. E. Greenebaum, A. D'Ancona, C. A. Kerfoot, A. J. Hewling, Louis Wampold, Eugene O'Rielly; at 3201, the residence of

Charles T. Yerkes, president of the North and South Side cable companies, where one of the finest private picture galleries in the country is being fitted up. [See "Art."] Near here are the homes of William H. Cowles, Simon Mandel, C. W. Pardridge, A. O. Slaughter, and the beautiful mansion of

Michael Cudahy, the former business partner of P. D. Armour. Next door to the latter resides Judge Mackin, and next door to him lives Mr. John M. Dandy, editor of the *Saturday Evening Herald*. At 2960 we find the beautiful residence of Emanuel Mandel, of Mandel Bros., and at 2944 the home of Sidney A. Kent. Along here are the homes of the Corneaus, O'Malleys, Hills, Gillettes and Heyworths, and at 2838 is the palatial but extraordinary looking residence of

Henry N. Higinbotham, Marshall Field's principal business partner. This is a queer looking house, but it is one of the most costly mansions in the country. At 2616 is the home of C. W. Brega, and on the same side of the street farther up are the residences of the Schoenmanns and Cohens, leading Hebrew families. Near here we pass the homes of P. D. Armour, Jr., and of L. Schlessinger. Then we are in the neighborhood of the residences of H. H. Honore, Jr., Edwin Walker, S. K. Martin, Mr. J. A. Rothschild and David K. Hill, of Willoughby, Hill & Co. At 2505 we pass the home of J. F. Keeney, and farther along those of Mrs. Harold S. Peck, J. B. Clarke, L. A. Calkins and other well-known people. At 2343 resides David Mayer, of Schlessinger & Mayer, and some distance up the street Charles Fargo. Wallace Peck lives at 2254, and Mrs. P. F.W. Peck at 2256, where Mr. Clarence J. Peck and wife also make their home. At 2108

J. Russell Jones, formerly a foreign minister of the United States government, and latterly principal owner of the West Division street railroad, resides. At 2014 Henry Keep is at home, and a few doors above resides Albert Keep, whose name must be familiar to you. Other prominent residents along here are J. H. McVicker (1842), Ferd W. Peck (1826), Charles D. Seeberger (1827), William H. Cowles (1805), N. K. Fairbank (1801), W. W. Kimball (1641), S. C. Griggs (1637), Addison Ballard (1514), M. A. Farwell, (1343), P. J. Sexton (1340), S. D. Kimbark (331), E. J. Lehman (309), and C. L. Willoughby (291). We are now at the end of our journey for the day. The Lake Front park is before you. They are trying to do something to make it attractive for the World's Fair, but it is hard to accomplish anything when adverse circumstances appear to pop up at every step. You will find sail boats on the lake shore. Take one at your own risk. Yes, they are tolerably safe.

TWENTIETH DAY.

It will be out of the question for us to see the entire southern residence section of this city within the time at our disposal. You should give the greater part of this day to Washington Park, Drexel Boulevard and Jackson Park. [See Park System.] All the information you require concerning these beautiful places is given in this volume. At Jackson Park, however, you will be interested in the preparations being pushed forward for the World's Columbian Exposition. [See Part IV.] They are on an extensive scale. Coming away from Jackson Park you should walk or ride through Hyde

Park, Madison Park, Kenwood, and the other charming districts in the neighborhood. Some of the finest avenues in the world are to be seen down this way, and along these you will find elegant mansions with spacious grounds and beautiful surroundings. Passing toward the west through Midway Plaisance toward Ellis ave., you will see the site of the new University of Chicago, where work is in progress on the new buildings. On Ellis avenue itself, there is a long stretch of beautiful residences. You will find many costly mansions also on Woodlawn, Greenwood, and in fact, on all the avenues running north and south, down here. It would require a week to point them all out to you. Going over to Drexel boulevard, however, there are a few which I will call your attention to. The elegant mansion No. 4851, is the property of Martin A. Ryerson; at 4651 resides Warren F. Leland; at 4545, W. E. Hall; at 4329, S. M. Gartside; at 4105, W. H. Murdock; at 4045, Julius Bauer; at 4011, Robert McIntyre; at 3985, E. B. Sherman. On the other side of the boulevard handsome residences are occupied by Anderson Fowler, James W. Oakley, H. P. Darlington, R. Guthman, George Suffern, R. C. Samuel, W. M. Livingston, M. F. Coe, William A. Ballard, Horace W. Soper, W. C. Brewster, J. G. Pattison, Robert C. Boyd, and others. I will leave you to wander along this beautiful boulevard at your leisure, and meet you at the cottage where the park phætons are in waiting to take you over the entire South Park system. Or, if you prefer it, we will take the cable line up Cottage Grove ave. A few years ago this was rather a poor thoroughfare, architecturally and otherwise, but it is built up substantially and beautifully now, from 39th to 22d st. South of 39th st. it is undergoing a transformation also. There was much speculation in real estate here during the past year, when it was supposed that the exposition would be located at Washington Park. Although the purchasers may have been disappointed in this, the avenue is still the most direct business street leading to Midway Plaisance, and doubtless there will be great activity along it during the Columbian Exposition. We pass many beautiful spots on our way north. Among them

Groveland Square, which is hemmed in with handsome residences. Cottage Grove avenue crosses all the fashionable streets on the South Side, east of Michigan avenue, and you notice that we have just had a glimpse of Calumet and Prairie avenues. The cable cars down this way travel like the mischief, but they slow up at 22nd st. Now suppose we take a transfer at 35th street, and go over to the

Union Stock Yards. All right. We will be in the midst of the greatest meat packing district in the world, in a few minutes, and after showing you inside the gate, I will ask you to turn to the heading "Great Industries of Chicago," and thumb the pages until you come to Union Stock Yards. There you will find all the information you could possibly require concering the yards themselves, the business done and the method of doing it. It is not necessary for me to add anything here. We will meet down here in the morning.

TWENTY-FIRST DAY.

I wanted to meet you near the Stock Yards this morning in order that we might enter the West Division by way of South Halsted street. This is one of the most remarkable thoroughfares in the city of Chicago. You are surprised and quite naturally so, to find so many fine business houses down this way, and to find so many busy people other than those who have a connection with the cattle trade.

South Halsted Street is the commercial artery of the Stock Yards and Bridgeport districts. Where you see the forest of chimneys and the clouds of smoke over there is Bridgeport, and here are located rendering works, glue factories, fertilizer mills, etc., which produce by their combined effort every day an odor strong enough to lift your hat. We happen to be on the right side of that odor to-day. West-siders will tell you that when the wind blows from the south they can smell everything from the vale of Cashmere to the cholera district of Asia Minor. But with all its faults and smells Bridgeport has its virtues. Thousands of laborers are employed and well paid here, and it is to the industries which produce the smells that South Halsted street, Archer avenue and Blue Island avenue, and the streets tributary owe their prosper ity. Mr Armour's works over there made 6,250,000 pounds of glue in 1890, besides producing 9,000 tons of fertilizers, grease, etc. They cover fifteen acres and employ 550 men. This is only one of many such concerns. Walking up South Halsted street we soon find ourselves on the West Side, and here we begin to notice that the stores are more numerous, and that they are apparently doing a thriving business. There are a few very large concerns down here in the retail trade. We cross the great western railroad entrance to the city at Sixteenth street, over a viaduct made famous by the riot of 1877. It was here that Deputy Superintendent of Police Joseph Dixon, rode a milk white charger at the head of a battalion of raw recruits, most of whom were mounted upon street car horses, and found himself in the clutches of the mob before he realized that he was a commander without a command. When he gave the order to advance, the raw recruits retreated. Here, too, one company of the First Regiment, during those trying days, did its utmost towards annihilating another company, mistaking it for the enemy. The only thing that prevented a terrible slaughter was the fact that most of those who did the firing shot into eternal space with their eyes shut. Under this viaduct numerous passenger trains were stoned, and several persons were injured. The

Riot of 1877 extended all along South Halsted street, from this point south to the Stock Yards and north to Twelfth street, and for a day or two it seemed as though the city was doomed. When it was all over, however, only a few persons were found to have been hurt. It was here that " the pale air was streaked with blood," according to the late Stanley Huntly, then a reporter on the *Tribune*, and here too that the " molten masses of humanity surged and foamed and raged " for twenty-four hours, while " brick-bats flew, strong men turned pale and women fainted." Those were great days for the police and the imaginative reporters. We arrive at

Twelfth Street, the heart of what was in old times the " Terror District " of the city. Here a murder used to be a thing of common occurrence, and the policemen detailed for duty on West Twelfth street at night had reason to feel, and did feel, like one upon whom the sentence of death had been pronounced. This was where the thug flourished, and where bloody fights were the usual Sunday afternoon pastimes of a large portion of the population. But things are quiet, orderly, and respectable along here now. To our left is the Jesuit Church, and adjoining it is St. Ignatius College. Fine buildings are to be seen on every corner, and a great retail business is done at this intersection. Farther up we come to

Blue Island Avenue, which, far to the southwest, terminates in the notorious Black Road and leads to the McCormick Reaper Works. Blue Island ave. is another great thoroughfare. Like Twelfth and South Halsted sts., it is the great shopping avenue of the working people who populate this section. The stores are nearly all small, but there are so many of them that we wonder how they all command custom. North of Blue Island avenue we pass some handsome business blocks. The Standard Theatre is at our left, and farther up, near Madison st., we come to the beautiful Academy of Music. If we follow Halsted st. it will carry us over viaducts and bridges into Lake View on the north; past great foundries, manufactories and rolling mills, but the walk is too long. Take a Hansom cab, or take a street car at Madison st., and make the trip. You will enjoy it. You will pass, among other things, St. Joseph's Hospital and the McCormick Seminary. By changing cars at Garfield ave. you can go over to

Lincoln Park. One more change will bring you down Clark or Wells st., and having made the circuit you will find yourself in the heart of the city at a seasonable hour this evening. To-night you might visit the Haymarket, or the Academy, on this side of the river. I will meet you at the Madison st. bridge to-morrow morning.

TWENTY-SECOND DAY.

We will start westward from the Madison street bridge this morning. There is a new and handsome steel bridge here now, which was thrown open to the public during the past year. The old bridge, which did service here for over a quarter of a century, was moved down the river to Washington street, where it connects two new viaducts and makes Washington street, east and west, a thoroughfare. The tunnel through which the cable cars pass runs beneath the river here. The new Madison street bridge is one of the finest swing bridges erected in this city. For years the old bridge was inadequate, but the moving of it was postponed from time to time because of a dread that any change would upset the business of the West and South Sides, discommode the public and cause blockades over the other swing bridges near by. Within the past five years, however, new bridges have been constructed at Jackson and Adams streets. Besides these improvements, the switching of the West Division Railway cars under the tunnel greatly relieved the strain upon the Madison street bridge, so that of late, while the travel over here is immense at all hours of the day, and particularly in the morning and in the evening, it is by no means as great as formerly. It would be an interesting sight for you to stand here on a summer's evening about the time the business houses and factories of the South Side are discharging their throngs of employes, and also about the time the workingmen of the West Side are moving toward their homes in other parts of the city. It has been the case for a number of years, that just about this time, when the street cars were overflowing with passengers and following each other up at intervals of less than one-eighth of a minute apart, that a lumber schooner, or half a dozen of them, and perhaps a propeller or two, would demand the opening of the draw. I have seen the blockade extend from State street to the bridge on the east, and from the bridge to Halsted street on the west at such times. It would be no exaggeration to say that millions of dollars' worth of time has been lost here by business people during the last quarter of a century. The cable loop has been a great relief to the public generally. The construction of a new four-track steel bridge here has not only greatly facilitated traffic between the West and South Sides, but has done much toward building up what really ought to be the greatest artery in the city—Madison street. From the bridge to the city limits and beyond, the thoroughfare upon which we are about to enter is called West Madison street. There is an old saying in this city that Halsted street extends from Milwaukee to Cairo, and with equal truth it might be said, that Madison street extends from Lake Michigan to Burlington, Iowa. These streets, like many other of the leading thoroughfares of the city, are what are known as section lines. They follow the line of the original surveys made here years before Chicago had developed even into a third-class town. All over Chicago we find that the old country roadways have been preserved in these later days as streets. For instance, before we had railways in this country we had the Green Bay road, which extended from Chicago into the Lake Superior country. At present it is known as North Clark street as far as the city limits, as Evanston avenue for a distance, and again as Chicago avenue until we reach the point beyond our suburban line, where it is still known as the Green Bay road. Milwaukee avenue used to be the old Milwaukee road. Blue Island avenue was the Blue Island road and Lake Avenue, on the South Side, was the military road which led from Fort Dearborn to the nearest garrisons in existence on the border, among them Detroit. Madison street to-day extends through the township of West Chicago and through Cicero. I do not know where it ends, because I have never seen the end of it, but it loses itself miles from here somewhere in the prairie to the west. For three miles west of the bridge it is a business street. When the great fire of 1871 laid the South Side in ashes, the greater part of the West Side, in fact all of it except the small district in the vicinity of the barn where Mrs. O'Leary's cow gave the fatal kick, was untouched. Up to this time Madison street was occupied on either side by small frame residences of the semi-genteel character, and a great many people doing business on the South Side lived in these houses. Before the people of Chicago had recovered their senses after the conflagration, these West Side residents had commenced tearing the fronts out of their homes, and transforming them into shops. From the bridge to Ashland avenue something like three hundred Madison street residences were transformed into stores in less than three weeks to meet the demands of South Side business people. Not only on Madison street, but in fact on all the streets contiguous to the river, private residences were transformed into business houses, into boarding houses and into hotels. As the South Side was rebuilt, many of the people who had taken up temporary quarters in the West Division moved back, and for four or five years there was a large number of vacant shops on this side of the river, but the West Side had experienced the flavor of a business boom, and during the past twenty years its mercantile interests have continued to expand, until to-day, while all the district between the river and Ashland avenue is not given over to business houses, it is almost entirely so. To our left as we leave the viaduct is

The Union Depot.—The ground covered by this railway station extends from Madison st. on the north to Van Buren st. on the south, and covers about a block in width along the river front. This depot has been frequently referred to before, and it only remains to be said here that it is one of the handsomest in the country, and that its train shed is the largest in existence. On the west side of Canal st., and particularly in the vicinity of Madison, is a block of buildings which has long been not only a disgrace to the West Division of the city, but to all Chicago. It is covered in part by tumble-down frame buildings, and in part by lodging houses of the lowest description, and the vicinity is the resort of idlers, thieves and vagabonds generally. The lodging houses have frequently been the scene of crimes which have shocked the community, and they have been as well a menace to the general peace of the city in times of riot and disorder. In these lodging houses, also, have been colonized at various times men who have been hired to do disreputable work at the polls. To our right is the old Washington Hotel, a landmark which will shortly disappear to make room for an elegant block of buildings. Beyond this, at the northwest corner of Canal st., is a handsome European hotel, and further on is the Gault House, one of the oldest and best known hotels in the city. From this point to Union st. there is not much to be seen that reflects credit on the West Side, or that will interest the visitor. Opposite Union street,

Madison Hall has been erected. This structure is to cost $200,000. The site has a frontage of 96 feet on Madison, and extends back 190 feet to School street. The front elevation presents the Romanesque style of architecture. The building is constructed in the form of a double L, the west walls extending back 60 feet, and include a handsome enamel brick porch. It is seven stories high, exclusive of the basement, the two upper floors being fitted up for a dancing pavilion. The first floor contains four stores, each 17x60 feet, two on either side of the main entrance, which are 22 feet 6 inches wide and 22 feet high. The second, third and fourth floors contain about 50 offices. A seventeen-foot court separates the office building and theatre, which will be 96x112 feet in dimensions, and fire-proof throughout. The proscenium opening is

48x32 feet; the stage, 96x48; the auditorium, 96x64, and foyer, 17x14. It has a seating capacity of 2,600. The stage has two fly floors on either side, and constructed iron rigging loft, 68 feet above the stage, supported by Howe tresses. Two open and eight projecting boxes flank the proscenium opening, and three spacious galleries almost encircle the auditorium. The decoration is largely in Lincrusta Walton and stucco. The first floor has an elevation of fifteen feet; the second, twelve feet; the third and fourth, eleven feet; the fifth, sixteen and a half feet; and the sixth, twenty-four feet. [See Kohl & Middleton's West Side Museum.] Adjoining this new structure stands

The New John M. Smyth Building.—The Standard Guide for 1891 contained an engraving and a description of the John M. Smyth building on West Madison street. The book was scarcely issued before this handsome structure was destroyed by fire. Upon the ruins has arisen a building far more costly and elegant in every detail than its predecessor. It is the handsomest structure in Chicago devoted to retail furniture trade and the most imposing structure on this side of the river. It is eight stories in height and cost over $300,000. The building has a frontage on West Madison street of 205 feet, the end wings having each a frontage of forty feet extending back to a depth of 180 feet to School street in the rear, while the center portion with a frontage of 125 feet is 125 feet deep thus having a court for shipping purposes. The court is covered by a trussed glass roof. The exterior of the first two stories is built of tool-dressed blue Bedford stone. Above this Bedford stone is used. The feature of the front is a grand central entrance, being a double arch forty feet wide. The rest of the front is chiefly of plate glass windows, no iron structure being visible on the outside. The central part of the building 125x125, contains a grand vestibule, finished in marble. The main offices are situated on the first floor, these with the entire interior are elaborately and beautifully finished. Two grand stairways lead to the upper floors and in addition there are two passenger and four freight elevators. The interior finish is of mill construction, long leaf Georgia pine timbers, which are used in the floor, being four inches thick, and a finish of maple. The building is warmed by steam, while 300 arc electric and 600 incandescent together with innumerable gas jets flood it with light. The burning of the John M. Smyth building filled the whole neighborhood with disaster. It was one of the most wicked fires ever witnessed on the West Side. The fire crossed the street to the buildings opposite, several of which were reduced to ruins and for a time the new and magnificent Haymarket building seemed doomed to destruction. While the fire was at its height and half a million dollars worth of property was going up in smoke, Mr. John M. Smyth was approached by a reporter of a morning paper and asked what he thought of it, He said in reply, "As soon as we can remove the debris, we will put up a much handsomer building. "The debris was scarcely cleared away before the work of erecting the new structure had begun. John M. Smyth was the originator of what has come to be known as the installment idea. From a small beginning his establishment has grown until it is the largest of its kind in the United States if not in the world. Years ago Mr. Smyth was a newspaper man, but left that business before the great fire. He is a well-read, scholarly, refined gentleman, a splendid conversationlist and one of the most popular men on the West Side. For years he has been prominent in politics, a pursuit which he has followed more for recreation than for profit. He is usually to be found in his office from early in the morning until late at night, but is never so rushed with business that he fails to meet his customers with an affable smile or allows them to depart without a courteous hand-shake. You will be interested by a visit to this building. Every floor is an exhibition in itself. It would be impossible to compute the number of customers of this establishment, but it is estimated that John M. Smyth has given a start to over fifty thousand young married people during the past ten years. Across the street is the

Haymarket Building, in which is located the Haymarket Theatre. [See Amusements.] The intersection of Madison and Halsted streets reminds us forcibly of the intersection of Madison and Clark streets, which we saw the other day. Clothing stores occupy three corners and a drug store the fourth. Here is Woolf's, with its attractive show windows; Bach's, and the London & Liverpool, all of which do a great business. From this point to the dry goods establishment of

P. F. Ryan & Co., Madison and Peoria sts., there isn't much to attract our attention. Here, however, far removed from the recognized business center, is a large concern which compares very favorably with the State st. and Wabash ave. houses. It is a beautiful dry goods store and, judging from the crowds inside, we must presume that it is prosperous. On the opposite corner is another large concern of the same character, the store of J. W. Tuohy & Co. At Morgan and Madison is the piano house of Adam Schaaf. Then we pass the large furniture concerns of Ulich Bourke, Moore Bros. and others, and find ourselves walking by long rows of attractive retail stores. We reach Throop street and the Waverly Theater, Loomis street and the West Side Natatorium, and finally find ourselves at Ogden avenue, where we see more pretentious structures, among them the Washingtonian Home and the

Stone Building situated on the triangular strip bounded by Madison, Ogden and Ashland aves. This is a new structure erected by A. J. Stone, one of the handsomest in Chicago and the first office building to be erected on the West Side. The first two stories are of brown granite, with French plate glass front. There is a main entrance from Madison street consisting of granite pillars supporting an arch. The floors of the vestibule and hall are of marble. The building has a frontage of 66 feet on Madison street, 97 feet on Ogden avenue and 71 feet on Ashland avenue. The height of building from sidewalk to main roof is 100 feet. There are two sets of bay windows on the Ogden avenue side and one on each of the other sides. A circular tower crowns each corner. The architectural design is a modification of the French renaissance known as the flamboyant. We will take the cable here, and after a trip of two miles, passing block after block of handsome buildings, the West Madison street power-house and other points of interest, we arrive at Garfield Park. Just beyond here we may, if we wish, take the Cicero electric line, which will carry us ten miles into the country through some of the prettiest of our prairie suburbs. But I will refer you to "Park System" in this volume, and leave you near the mineral well, where I shall expect to meet you to-morrow.

TWENTY-THIRD DAY.

By reference to that portion of this volume which relates to the park system of Chicago, you will find that extensive improvements are to be made over here. These will not be confined to Garfield park, however, but will cover the boulevards running to the north and south and Douglas and Humboldt parks as well. To-day you will engage a team of Shetlands here and drive over to Douglas park, one of the prettiest of the system. Or, if you prefer it, you can take in Humboldt park, another beautiful West Side breathing place. It is not necessary that I should accompany you in either direction, for I have already given you all the information concerning the parks of the West Side at my command. Give the day to the West Side parks, then, and tomorrow we will drive around the boulevard circuit.

TWENTY-FOURTH DAY.

It is a very popular and certainly a highly enjoyable drive from Garfield park to Douglas, thence east by way of West Twelfth st. boulevard to Ashland, north on Ashland to Union park and west on Washington boulevard to the point of departure. We will take it to-day. Leaving Garfield park, we pass the site of the old West Side driving park, now being sub-divided into building lots. This district from Albany av. to West Fortieth, far into the town of Cicero, will be thickly populated inside of ten years. I base this prediction upon what has occurred out here during the past ten years. Western ave. was practically the boundary line then. It is a mile further west now. The territory we are traveling through is pierced by several suburban lines of railway, notably by the Chicago & Northern Pacific system, and, besides, it is, to a great extent, accessible by the West Side cable system, which brings it within forty-five minutes of the City Hall. With the new river tunnel completed and a cable line running west on Van Buren st. and another running southwest on Ogden ave., people who settle out on this prairie to our right will be nearer the business district, so far as time is concerned, than those who lived between Hoyne and Western aves. a few years ago. No, property is not cheap out here, but it is cheap now in comparison with what it will be five years hence. The southwestern branch of the Lake street "L" road will also pentrate this district, and if the Randolph street line is ever built it must come out this way, for it has got to run south of Garfield park. But there are other reasons why the western prairies are going to fill up. The Grant Locomotive Works are being constructed out on Robinson avenue, to our right. [See Grant Locomotive Works.] These works will employ an army of men. Besides, other great industries have secured sites out this way, and we may look for a complete transformation to take place west of the parks before the Columbian Exposition opens. If you take the electric line on Madison street, near Fortieth, you will be carried through Austin, Oak Park and other pretty suburbs. Or you may take the "dummy" train here and visit Waldheim, Forest Home and the Jewish cemeteries. We are moving at present through a

Flat Country.—We can see Douglas park to our left, and beyond we can see the smoke from the McCormick works and catch an occasional glimpse of the Bridewell. That strip of green to the southeast is the fringe along the south branch of the Chicago river. That strip of green to the west is the fringe along the Desplaines river. It is ten miles away. Passing through

Douglas Park.—We have our choice of exits. We can go north on California ave., or northeast on Ogden ave., or east on Twelfth st. blvd. We select the latter. This carries us to the southern extremity of

Ashland Blvd., the finest residence street of the West Side. Not, however, until we reach Harrison st. to the north do we pass the handsome residences. We can see the County Hospital to our left, and the various medical colleges which surround it. We also see the beautiful Presbyterian hospital. All of these places are described elsewhere. At 512 on Ashland ave. we see the home of Joseph Hirsh; at 510, the home of Frank Slavik; at 478 resides William Laflin; at 442, James Baggot; at 438, Rev. J. W. Jackman; at 436, Max Eberhardt; on the opposite side of the street we are passing the residences of F. D. Ketcham, W. P. Ketcham, O. W. Holmes, James Maxwell, E. P. Wilce and Thomas N. Bond. At 398 resides Heaton Owsly; at 356, George B. Kane; at 339, John McLaren; at 329, Charles T. Nash; at 325, George Sherwood. Moving northward, and passing many elegant residences, we come to the residence of

Carter H. Harrison, four times mayor of Chicago, up to the present writing. This is a spacious but old-fashioned dwelling. The number is 231. In this vicinity are the homes of Chas. Goodman, Frank Reilly, William Ridgeway, Charles F. Elmes, Leonard C. Riggs, S. A. Scribner, J. Harley Bradley and other well-known people. At 196 resides William A. Pinkerton. Not far from here, in that elegant residence to the right, resides M. C. McDonald. On the opposite side of the street is the mansion of Charles H. Case. Further up, at 132, is the home of James B. Tascott, the father of Willie Tascott.

[See Snell Murder.] The Rev. J. L. Withrow resides at 149; to our left, and from this point to Madison st., there are a number of stately residences and fashionable boarding houses. Crossing Madison st. we pass the Congregational Theological Seminary and the popular and fashionable Union Park Congregational Church. On our right is pretty little Union Park itself, and through the trees we can see "Ghost Row" on Ogden ave. and Washington blvd. extending toward the east. We turn our backs upon Union Park and drive west From this point to Garfield Park

Washington Blvd. is a beautiful residence street. I will only point out a few of the residences, however, although I would like to name all the occupants if I had the time. Dr. C. W. Earle occupies the pretty residence at No. 535; J. F. Talcott lives in 570; S. H. McCrea, in 607; James McElroy, in 638; M. B. Loomis, in 629; and F. B. Loomis, next door.

George R. Davis, director-general of the Columbian Exposition, in 692; Milton Weston, in 728; J. L. Thurber, in 732; J. T. Rawleigh, in 727; P. F. Ryan, in 730; James Granie, in 815; G. W. Plummer, in 810; John J. Naghten, in 1145; W. E. Janes, in 1144; J. K. Bigelow, in 1172; F. R. Grant, in 1179; F. J. Tennis, in 1229; G. M. Richardson, in 1388; J. H. Mellinger, in 1411; C. W. Clingman, in 1473; John Eiszner, in 1487; Joseph E. Shipley, in 1499; and now we have reached the park. On our way down town, after passing Union Park, we come to 470, the residence of C. K. G. Billings; to 450, where A. L. Suesman resides; and to the left, at 425, we find the home of Mrs. A. J. Snell. There are so many handsome places on Washington blvd. that we can not stop to admire them if we want to get down town in time to visit McVicker's this evening.

TWENTY-FIFTH DAY.

I propose that you take in West Monroe, West Adams, West Jackson, West Congress, and many of the north and south "cross town" streets of the West Division to-day, in order that you may see for yourself how the great majority of our well-to-do people are situated. These streets are not fashionable in the strict sense of the term, but they are respectable, and a great many fashionable people make their homes along them. We should not neglect beautiful Warren avenue, or Park avenue, or Walnut street either. You will find some pretty little parks over on the West Side other than those I have pointed out. Jefferson Park, for instance, is a little gem, and it is surrounded by handsome residences. Just east of it, on Adams street, is the Peter Schuttler mansion, which will attract your attention. Vernon Park, to the southwest, is another pretty spot, and here you will find some elegant homes. To tell you even the names of all the people who reside in these comfortable and handsome residences would require more time and patience than we have at our disposal. After you get through with sight-seeing in the residence district you must take a drive south on Ashland avenue and visit the

Lumber District. Here you will also see the West Side pumping works. The lumber district as well as the pumping works are described fully elsewhere. We passed the County Hospital and the Medical Colleges rather hastily yesterday. Go over there. You will be admitted into the great buildings. The wards of the County Hospital may be visited. The Presbyterian Hospital is close by. A little to the north is the Woman's Hospital, which is worthy of your attention. All these places, as well as the Morgue (in the rear of the County Hospital), are fully described in this book. You can not see half enough of the Hospital district in a day, but you must be ready to take in the northwestern part of the city to-morrow.

TWENTY-SIXTH DAY.

If we cross over the Randolph street bridge, we will soon find ourselves in the new iron, steel and machinery center. There are some beautiful salesrooms on Randolph and Canal and Clinton streets now, and the machinery trade appears to have come over here to stay. If you are interested in mechanics this is the place for you. Everything from laundry to mining machinery is displayed here. There are some big foundries and iron works close by. Moving north to Lake street, we are in the midst of manufactories. There is the David Bradley concern, the Fraser & Chalmers works, the shot tower, and dozens of other important manufactories within a stone's throw of us. Near by the great Cold Storage Exchange is being erected. All these places are referred to under the heading "Great Industries of Chicago." Turn back the pages and you wil find what you want to know concerning them. From this point Milwaukee avenue takes a shoot in a northwestern direction. We pass over a great viaduct, crossing the tracks of the North-Western, the Panhandle and the St. Paul roads, and enter upon a thoroughfare which is hardly estimated at its proper worth, because it is so little known to the great majority of our people. Breweries tower to the right of us. Iron manufactories blacken the atmosphere to the left of us, but we are soon walking along a busy street, lined with shops, crowded with vehicles and alive with pedestrians. This is

Milwaukee Avenue, and it is Milwaukee avenue for miles out. You meet a foreign people over here—principally descendants of the Vikings. You see foreign names over foreign-looking stores. Foreign expressions are heard to drop from foreign-looking people, but you notice that there is a decided air of prosperity pervading all of your surroundings, and you look with admiration upon the thrift and industry which make themselves felt on every side. The majority of the people you come in contact with at first are Scandinavians. Later, as you move to the northwest, you hear the unmistakable German accent and see the unmistakable German signs. There are some handsome buildings along here. Mr. Paul O. Stensland's bank gives a metropolitan complexion to the neighborhood. There are book stores, dry goods stores, notion stores, restaurants and hotels here. There are also saloons, but not as many to the block as on some other thoroughfares. Milwaukee avenue will take you out to Humboldt park, or to Wicker park or to the old Snell toll road, or to the northwestern suburbs, if you follow it long enough. You can spend a day over in this section of the city, however, very pleasantly, and one of the things which will attract your attention is the great amount of building going on. On all sides fine store-houses and residences are rising up as if by magic. You can rest in Humboldt Park when you are tired of walking or riding, and while at the park don't fail to visit the Conservatory. [See Park Conservatories.] The cable line will carry you out into the country. If you would like to make the circuit you can take connecting lines which will bring you back to the center of the city via the North Side cable. To-morrow we will move upon the North Side.

TWENTY-SEVENTH DAY.

North Clark is the principal artery of the North Division. From this beautiful and bustling thoroughfare nearly all the principal streets diverge. It is also the dividing line between the residence and the business or manufacturing districts of this section. Between N. Clark and Lake Michigan are to be found the handsome residences, the fine churches and the magnificent apartment houses. True, LaSalle ave. is not to be ignored, but south of Chicago ave. it can not be any longer considered as a fashionable street. The fine residences have been in most instances turned into boarding houses, many of them are not over respectable. North and northwest of North ave. there are some elegant dwellings, but this district is noted for other attractions. We will take the cable from Michigan st. to Lincoln Park. On our way we pass some very handsome business blocks. North Clark st. has a more dignified appearance than W. Madison st. The buildings, as a rule, are higher and more substantial. There are some very fine family hotels along here, and some large stores. At Illinois st. we come to the

Palace Hotel.—The scheme for extending this hotel is to result in establishing one of the greatest hostelries in the world on the North Side. [See Illustration.] It is to contain 800 rooms and to cover two entire sides of a block. The plans, which have been prepared, provide for a seven-story building, to extend from the corner of Clark and Indiana streets south to Illinois street and west on Illinois street. The Palace Hotel, 100 feet on Clark street and 80 feet on Indiana street, occupies the corner. It is seven stories and basement high. Next to this is an alley. South of this is a four-story building, and on the corner is a building five stories high. The entire Clark street frontage is to be brought up to the height of the Palace Hotel, the additonal stories will be of the lightest possible composition. The walls will probably be built of hollow brick and terra cotta. It has been decided to build bay-windows over the alley. On the Illinois street side the plans are not so well developed. The hotel company has leased eighty feet in addition to the eighty-foot corner. This will be built up eighty-three feet high, to correspond with the Clark street frontage. The reconstructed building is to be known as the Grand Palace Hotel, and will cost $300,000, and will be under the management of C. P. Newberry, owner and proprietor of the present Palace Hotel. Passing Chicago avenue we can see the North Side water tower to our right, and Moody's church to our left. Passing Washington square we see that the building of the magnificent Newberry Library is progressing. [See Newberry Library.] In the vicinity of this square are some handsome apartment houses and some of the most fashionable churches in the city. Beautiful Dearborn ave. skirts the park to the right, and through the trees we can see the elegant building of the Union Club. Where the Newberry building is being erected stood the old Ogden residence, for many years an object of interest to strangers because it was the only building in the North Division that withstood the onslaught of the conflagration on October 9, 1871. [See Ogden residence.] Leaving Washington park, the next object of interest we come across is the Clark street power-house of the North Chicago cable lines. [See City Railways.] We may go inside and watch the movement of the magnificent machinery for awhile, after which we will proceed directly to Lincoln park. Here I will leave you to spend the day, referring you to the heading "Park System" for all such information as you may require regarding the attractions of this beautiful resort. If you will remain until evening you will see the Yerke's electric fountain, a sight worth witnessing. [See Yerke's Electric Fountain.] I would also suggest that you visit the Sanitarium on the lake shore. [See *Daily News* Fresh Air Fund.] To-morrow I will meet you in front of the Lincoln monument.

TWENTY-EIGHTH DAY.

Dearborn avenue, from this point south, is a beautiful and fashionable residence street. To our left, before we enter the avenue, on the southeast corner of North State and North avenue, is the elegant Archipiscopal palace of the Mt. Rev. P. A. Feehan, Roman Catholic Archbishop of the diocese of Chicago. Farther toward the east, and to our left is the head of the beautiful Lake Shore Drive. (See Lake Shore Drive.) Moving down Dearborn avenue we pass on either side numerous handsome residences. At No. 628 resides H. H. Shufeldt, the well known distiller. Adjoining his are the residences of W. C. and S. E. Egan. Farther down, at 602, resides S. M. Fargo. At 592 resides Louis Stern, at 537 Wm. Sprague, at 538 D. H. Tolman, at 517 H. D. Colvin, at 532 O. W. Potter, at 471 R. Meadowcroft, at 408 B. F. Culver, at 400 J. M. Adsit, at 370 Wm. M. Hoyt, at 362 the family of B. H. Campbell, at 350 John S. Runnels, counsel for Geo. M. Pullman, at 328 Geo. S. Dunlap, at 321 Dr. R. N. Isham, at 330 J. J. McGrath, and in this vicinity a large number of persons equally well known in business and society circles. Running paralell with Dearborn avenue are North State street, Rush street and a number of other avenues upon which reside many of the leading people of the city, and where we will find some very elegant homes. At 118, on State street is the Ontario, a fashionable apartment house, and among the residents on the street are J. J. P. Odell (483), James A. Kirk (533), S S. Chisholm (537), Gen. A. S. Chetlain (543), Lyman J. Gage (470), Geo. Howland, (482) and Clarence H. Dyer (516). Among the well-known residents on

Rush Street are Mrs. Cyrus H. McCormick (135), with whom reside Mr. and Mrs. Emmons Blaine, Henry W. King (151), Cyrus H. Adams (155), W. K. Nixon (156). Close by are the Marquette and Victoria apartment houses which are occupied by fashionable people. While in this vicinity a number of the streets running east and west should be visited. They are all fashionable avenues and are lined with beautiful residences. The

Lake Shore Drive is refered to at very considerable length in this volume. It is not yet, perhaps, but it is destined to be the most magnificent boulevard in Chicago. There are not many residents on the drive as yet, but those who have located here are among the first people of the city, and their homes are perhaps the most elegant we have to exhibit to the visitor. As you drive toward Lincoln Park you pass at No. 57 the home of Edward F. Lawrence. Close by, on Pearson street, are the winter residences of John V. and C. B. Farwell. At No. 60 resides A. C. McClurg; at 66 Mason Starring and Prof. David Swing; at 100 is the magnificent residence of Potter Palmer; at 103 resides Franklin MacVeagh; at 109 S. E. Barrett; at 111 H. A. Towner; at 112 V. C. Turner; at 120 George Armour. Before leaving the residence district of the North Side, the northern part of La Salle ave. should be visited. At 300 resides J. McGregor Adams; at 317 Victor F. Lawson, editor of the *Daily News*; at 353 Dr. F. Henrotin; at 367 N. H. Blatchford; at 388 Geo. O. Fairbanks; at 436 H. A. Kirchoff; at 448 Malcolm McNeil; at 520 Wm. Vocke; and all along the avenue people of prominence in society and business circles. A day spent in driving or walking along these beautiful streets will be a day well spent.

TWENTY-NINTH DAY.

To-day we can not do better than to wander through Lake View, formerly a city in itself, now a portion of Chicago. A trip through this section may take us along the north shore of the lake, into Graceland Cemetery, or through Argyle Park and Edgewater, all of which are described elsewhere, or we may not halt until we have passed through the village of Ravenswood and on to Rose Hill. Whichever direction we may take, if we keep to the lake shore, we will find ourselves surrounded by residences and lawns unexcelled for beauty in any part of the city. Or we may strike out toward the west and find ourselves on the thoroughfares which sweep through the populous district lying contiguous to the north branch of the Chicago river. Over here we will find the Deering Works and the North Side Rolling Mills, already described. In the district lying between the river and Lincoln Park we will find several business centers which will be a surprise to us. These are penetrated and fed by Sedgwick st., Larrabee st., N. Halsted st., Garfield ave., and Lincoln ave. On the latter thoroughfare we find a cable railway which carries us out beyond the present building limits. In this quarter of the city are many handsome public institutions. I have already called your attention to St. Joseph's Hospital and to the McCormick Seminary. Besides these you will pass the Uhlich Orphan Asylum and many very handsome churches of the various denominations. The business blocks on N. Market, N. Halsted, Sedgwick st., Larrabee st., Garfield ave., Lincoln ave. and even on far away Fullerton ave. will compare very favorably with pretentious structures in the heart of the business district. There is a great local traffic going on out this way. Miles from the commercial center you find yourself practically in another city, independent almost of the down town section, with its own theaters, public halls, retail stores, promenades and distinctive interests.

THIRTIETH DAY.

You will necessarily, and as a matter of course desire to visit the suburbs. Not many of these can be visited in a day or even in a week. But we can take a North-Western train this morning and, at least, pay a flying visit to the beautiful villages which are to be found along the Milwaukee division. We select this division because I want you to see, particularly, the buildings of the Northwestern University. These are described in full under the head of Educational Institutions. If you have any leisure time on your hands before the close of the day, you will visit Fort Sheridan, only a short distance to the north. This post is described under the head of Military. Trains are passing at frequent intervals, and if there is still an hour left, you can visit Calvary and Rosehill cemeteries on your return trip to the city.

THIRTY-FIRST DAY.

We have not been able up to this time, to give our attention to the great manufacturing towns which lie to the south of the city. The Calumet District should not be overlooked by the visitor. It is already fully covered in the body of this volume, under the headings, "Outlying Chicago" and "Great Industries of Chicago." All the world has heard of Pullman, and all the people of the world who will visit Chicago during the next three years will want to see that wonderful industrial center, South Chicago. Hegewish, Harvey, Hammond and Tolleston are destined to become equally famous in the near future. All the information obtainable with reference to these great manufacturing centers, you will find by reference to the index. I leave you here to pursue your journey alone. During the days I have been with you we have seen a great part, but by no means all of Chicago. I have not, as a rule, gone over the ground already covered by other departments of this volume, leaving you to determine for yourself which places you should visit and which you should pass by.

Before saying good-bye to you, I want to call your attention to a number of houses of prominence and respectability, and a number of attractions which you should visit and see before leaving Chicago. In the very necessity of the case it was impossible for me to stop long enough at each of these places as we went along, but now your time is your own and I advise you to give them your earnest consideration. You are certain to be interested in what follows.

Dodge Manufacturing Company, The.—The Dodge Manufacturing Company, properly a Chicago concern, with factory situated at Mishawaka, Indiana. Their ground plant covers a space of eighty acres and a floorage capacity of twenty acres. This concern is the largest manufacturer of pulleys in the world, their daily output being about 750 pulleys. This factory was entirely destroyed by fire and rebuilt in a modest way the same year. Success crowned their efforts, and now the plant is one of the representative establishments of the country. Over seven million bricks have been used in the construction of this plant, and of these over five million have been laid during the past four years. About 500 men are employed in the large works of this company. Their works are equipped throughout with new and special machinery for the manufacture of pulleys. Their product is popularly known as the Dodge Patent Independence Wood Split Pulley, and the increasing demand for this pulley is considered ample evidence as to their merit over any other pulley in the market. By their patent bushing every pulley is capable of being adjusted to from twenty-five to forty different sizes of shaft, making their daily output equal to 30,000 iron pulleys. This company is also originator of the Dodge patent system of power transmission by manila rope.

This system has been copied by numerous manufacturers throughout the country, but the honor of origination belongs only to the Dodge people. They have built and erected rope drives ranging in capacity from 2,000 horse-power down, and covering distances as far as 4,000 feet. A fully-equipped foundry with a melting capacity of eighty tons per day, also an extensive machine shop, represents part of this company's plant. A new line of power-transmitting appliances, including hangers, pillow blocks, couplings, friction clutches, etc., has been added to their list of products. They also enjoy the reputation of having the finest engine room in this country. The Chicago office of this concern is located at 63 and 65 South Canal street, where a large stock of their several specialties is carried for immediate delivery.

Gormully & Jeffery Mfg. Co.—Makers of the "Rambler" bicycles. R. Philip Gormully, president and treasurer; Thos. B. Jeffery, secretary and superintendent. Works located on North Franklin and Pearson streets; retail salesroom at 85 Madison street; has branch houses in New York, Boston and Washington. Established in 1879. This concern from a small beginning now ranks as one of the leaders in its particular line, the value of their immense plant mounting well up into six figures. It is the second oldest bicycle institution in this country, was the first in the West and also the very first in America, with sufficient faith in what, less than eight years ago, seemed a very precarious industry, to erect and equip a factory specially for the manufacture of bicycles. It is also largely through its efforts that the trade has assumed the proportions of to-day, as they resisted the demand for payment of royalty, which was levied by the holder of the original license, and after a long and expensive legal fight, ending in the supreme court of the U. S., they secured a verdict on each and every point raised. The decision threw the doors open and the bicycle industry, along with the Gormully & Jeffery Co., has since gone on and flourished.

Marine Engine Works.—Robert Tarrant, proprietor. This is one of the pioneer industries in its line in this city, having been started in 1857 by Mr. John Murphy, who, with various partners, was connected with it up to 1866, at which time Mr. Tarrant entered into partnership with him under the firm name of Murphy & Tarrant, their connection continuing until the great fire of 1871, at which time Mr. Murphy retired. Mr. Tarrant, with the energy characteristic of him, at once began to enlarge the business, and, as a result, has to-day a shop whose equipments of tools and appliances is second to none in the country. Eight years ago he built and occupied his present quarters at 52, 54 and 56 Illinois street, which are 75 feet by 100 feet, five stories high, and which it was supposed would be amply sufficient for the requirements of his business for years to come, but its growth has kept pace with that of the city, and a continuance of it will compel larger accommodations. His line of manufacture is varied, running from the finest tools for watch-making to mammoth presses for printing newspapers, ice machines, brick presses, marine engines and any special machine which the market may require. In 1885, finding that his business required a better grade of castings than the foundries of that time could furnish, he decided it to be necessary for him to branch out in that auxiliary line, and consequently associated with him in the foundry business, Mr. John Ramsay, who had and has the reputation of being the best foundryman in the Western country, under the firm name of Tarrant & Ramsay, but in 1891 the requirements of the business induced them to organize as a corporation under the name of the Tarrant & Ramsay Company. This concern has rapidly come to the front by its ability to make difficult and large castings, and lately succeeded in making three, weighing twenty tons each, which are the largest made west of New York.

Henry Dibblee Co., The.—Location of factory and sales rooms 149 and 150 Michigan ave., (formerly and for many years at 266 and 268 Wabash ave.) The company occupies the entire four-story building at the numbers named, where they employ a large number of workmen in the manufacture of the finest special designs in wood mantels, bookcases, office fixtures, side-boards and all kinds of interior ornamental furnishings. The business of the company was established in 1873 by Henry Dibblee, in whose name it was conducted until 1886, when it was incorporated with a capital stock of $75,000. Officers: Anson S. Hopkins, president; B. E. Sunny, vice-president; J. G. Sanborn, secretary and treasurer. They carry in stock the largest assortment of grates and mantels, and are large importers of English tiles for floors, walls, etc. Among the many prominent buildings fitted up by this company we may mention the Auditorium, of Chicago; Kinsley's, the Pullman office building, the Polk street and Great Western depots, the Keith and Perry office buildings. Kansas City; the Northwestern Life Insurance building, Milwaukee; the Tennessee Club, of Memphis, Tenn., as well as hosts of the finest private residences. Their elegantly fitted show rooms are worthy of a visit from the stranger, and especially those interested in the lines manufactured and carried by this company.

Rice and Whitacre Manufacturing Company.—Located 47 and 49 South Canal street. Established as a firm 1880. Incorporated, 1887. Manufacture and handle engines, boilers, steam pumps, power transmitting machinery, steam and hot water heating apparatus. Among goods of their own manufacture are the "Kriebel" steam engines and the "Triumph" steam and hot water heaters. They are also agents in the West for the "Gurney" hot water heaters, and handle a large line of stationary, automatic and hoisting engines outside of those of their own manufacture, as well as steel boilers of all styles. As a part of their local business they contract for the erection of complete steam-power plants. Outside of Chicago their trade in certain lines extends to all parts of the United States, and some of their goods are sold for export. Their shops are well equipped with modern improvements and facilities, including the latest machinery, while a large force of skilled men is required to meet the demands of their constantly increasing patronage.

The Edward Ely Company.—Few establishments in mercantile life occupy more general attention in these days of tasteful attire than those devoted to the manufacture and sale of male garments, for at no period during its entire history has the tailor's art been so highly appreciated or better understood than at the present day. Among the many popular and prosperous houses devoted to this important branch of industry in Chicago, and well worthy of more than passing notice, is the concern of the Edward Ely Company, whose well-ordered establishment is most centrally located in the Ely Building, at the corner of Wabash avenue and Monroe street, and which has for many years enjoyed a wide-spread reputation for the superior quality of its productions, and fair, square and liberal business methods. Mr. Ely, the founder of this enterprise, was born in Huntington, Conn., and settled in Chicago in 1852. Being a thorough master of the merchant tailoring trade, he embarked in business on his own account in 1854, and, after amassing a competence in a comparatively brief period, lost almost his all, in common with so many of his brother business men, during the holocaust of 1871. With characteristic energy, he at once began the attempt to rebuild his fallen fortunes, and with such success that in 1886 he inaugurated the present company under the laws of the state of Illinois, with a paid-up capital of $100,000. His present quarters constitute one of the finest appointed merchant tailoring emporiums in Chicago, and are fully equipped with every convenience for the comfort of patrons, and the advantageous display of the fine stock of French, English and German broadcloths, cassimeres, woolens, worsteds, tweeds, meltons, cheviots, diagonals, etc., in all the latest and most fashionable styles. Some idea may be formed of the extent of the operations of this company when it is stated that five cutters and seventy-five journeymen are provided with constant employment. Mr. Ely, in point of fact, ranks as the leading merchant tailor of the Metropolis of the West, his trading connection being broadly distributed over the entire Union. He is a prominent member of both social and commercial circles, actively identified with the Merchant Tailors' Association, and a heavy holder of Chicago realty.

Irwin, Green & Co.—This is one of the oldest houses in the grain commission trade in Chicago. Located at 126 to 131 Rialto Building adjoining the Board of Trade. D. W. Irwin and A. W. Green and C. D. Irwin compose the firm. Established by D. W. Irwin in 1854. Later it became D. W. Irwin & Co., and continued so for some years. Mr. Green has been with the house over twenty years. C. D. Irwin is a son of the senior member. The firm has ridden out all panics, has never failed, has always enjoyed the highest credit among bankers and the trade in general, and does a large receiving and shipping business, besides, dealing extensively in grain and provisions and buying and selling for future delivery all commodities dealt in on the Board of Trade. The firm's offices in the Rialto Building comprise a fine suite of rooms, are convenient to the Board and worthy of a visit from the stranger.

Fred S. James & Co.—Chicago is to be congratulated upon the high standard of enterprise, ability and integrity displayed by its leading fire underwriters, prominent among whom is the responsible firm of Fred S. James & Co. This extensive business was established in 1863 by Alfred and Fred S. James and continued in that name until 1871, when the business was transferred to Fred S. James & Co. Associated with Fred S. James at the present time are Wm. D. Marsh and George W. Blossom. The firm was one of the few to go through the great conflagration of 1871 with comparatively few failures in their line of companies, so conservative and prudent had they been in the selection of risks—their offices are located at 174 La Salle street, and are commodiously and handsomely fitted up and furnished with great taste. A number of assistants are employed; and every facility is at hand for the transaction of the leading underwriter's business in a prompt and satisfactory manner. This firm is the agent for a number of the leading corporations in their line. Among the many represented are the following: Lancashire of England, cash assets $2,010,219; Firemen's Fire Insurance Co., Boston, Mass., cash capital $400,000; Eliot Insurance Co., Boston, Mass., cash capital $200,000; Connecticut Fire Insurance Co., Hartford, Conn., cash capital $1,000,000; National Fire Insurance Co., Hartford, Conn., cash capital $1,000,000; Broadway Insurance Co., New York, cash capital $2,000,000; The Delaware Mutual Safety Insurance Co., Philadelphia, Penn., cash capital $702,875.

E. S. & W. S. Fowler.—Located at 38 Madison street. Familiarly known as Fowler's. The leading manufacturing optician of Chicago. This house makes a specialty of scientific testing of the eye and grinding glasses to correct any defect of vision. They employ experts and solicit the most complicated cases. The stranger visiting Chicago, if troubled with any disease of the eye, will find it to his advantage to visit this establishment.

Western Wheel Works—Factory, Wells, Schiller and Sigel streets, North Side; main office, 501 Wells street. The largest bicycle manufacturing establishment in America. The factories of this company contain 250,000 square feet of floor space and employ one thousand men. No less than 25,000 safety bicycles were made and sold in 1891. The facilities of the establishment have been doubled. Among the most popular bicycles manufactured here are the Blackhawk, Crescent No. 2, Escort, Crescent No. 1, Juno, Rob Boy No. 3, Rob Roy No. 2, Rob Roy No. 1. Here are also manufactured the Cinch. Combination Junior, Boy's Junior and Pet. These machines have a market in every part of the world, and owing to their popularity the export trade is constantly increasing. They are everywhere considered among the most reliable and popular. Some of the makes mentioned have been ridden by champions in prize contests throughout the country. Eastern agents, R. L. Coleman & Co., 35 Barclay St., New York.

Sawyer-Goodman Co.—The Sawyer-Goodman Company, 500 Lumber St. and 107 Dearborn St., is one of the largest and most widely known lumber companies in America. Its officers were pioneers in the manufacture of lumber in Michigan and Wisconsin, and it now owns large areas of pine forests in those states, and its mills are of the largest capacity and most modern construction. The distributing yards in Chicago are among the most extensive in the city, with one thousand feet of dock front and track room to load fifty cars daily. Having ample room for piling in these great yards, a stock of lumber, unsurpassed in extent, is constantly on hand, from which demands for pine lumber for every conceivable purpose can be promptly filled; whether from the wholesale lumber merchant of Chicago, to supply the deficiencies of his stock, or from the lumbermen of other cities, or more especially for shipment by rail to the more remote, but no less important trade of the retail lumber dealers in all parts of the country. This company also manufactures and supplies from its mills large quantities of the stock handled by other lumbermen. The combined sales of its mills and Chicago yards have exceeded an average of 75,000,000 feet annually for many years. To the stranger in Chicago a visit to these yards and docks on the river near 22nd Street bridge would be very interesting, and tourists who desire to see something of this most important industry would be well repaid for a visit to the mills of the company at Marinette, Wisconsin, only one night's ride from Chicago by palace car. The President of this company is Hon. Philetus Sawyer, of Wisconsin, the well-known United States senator; the active officers in Chicago being James B. Goodman, secretary, and Wm. O. Goodman, treasurer.

E. W. Blatchford & Co.—Located at the intersection of Clinton and Fulton streets and Milwaukee avenue, in the center of the West Side manufacturing district, well worth a visit by all strangers coming to Chicago, are the works of E. W. Blatchford & Company and The Chicago Shot Tower. The former was established at this point forty and the latter twenty-five years ago. The business has been enlarged and extended to meet the growth of our city and the Northwest, and has always been the leading manufacturing concern in the West for lead and lead products. This includes lead pipe, sheet lead, bar and pig lead, glaziers' lead, sash weights, etc., etc. During the past twenty years this house has given special attention to mixed metals, electrotype and stereotype metals. Finding it necessary to have on hand at all times for their own uses pig tin and copper, ingot, sheet and bar antimony of all grades, spelter, antimonial lead, in large quantities, they are in the best possible position to fill the requirements of the trade generally on particularly advantageous terms.

During the past few years the Blatchford Cartridge Works have been incorporated with the other business, and their loaded shells have rapidly taken the first position in the estimation of the shooting community. A visit to their works can not fail to be very interesting to all those concerned in this line of business.

There are many objects of interest among the large manufacturing concerns in this neighborhood, and a visit to the Shot Tower and its vicinity will amply repay the time devoted to this purpose.

Pettibone, Mulliken & Company's Works.—Situated on four acres of ground, occupying the block bounded by Hawthorne avenue, Eastman, Dayton and Rees streets, having 450 feet front on the Chicago, Milwaukee & St. Paul Railway. The buildings are of substantial character, built of brick, and cover nearly two-thirds of the property. Pettibone, Mulliken & Company are manufacturers of Strom Clamp Frogs, Channel Split Switches, Axel Automatic Switch Stands, Pilot Automatic Switch Stands, Banner Switch Stands, Marks Switch Stands, Samson Head Chairs, Tie Bars, and ordinary frogs, crossings, split switches, combination slip switches also Alkins Forged Steel Rail Braces, Jenne Track Jacks, Union Track Drills, Perfection Track Drills, Roller Rail Benders, and Union Counterbalance Hoists for ore docks.

All frogs, crossings, and switches are worked cold. All parts of the various appliances turned out are made to templet; are interchangeable, and are manufactured by special machinery.

The Union Counterbalance Hoists for ore docks are the latest improved appliances for raising chutes on ore docks. This hoist has been placed on three large docks in the West. The specialties manufactured, such as the Jenne Track Jack, the Roller Rai Bender, the Union and Perfection Track Drills, and the Alkins Forged Steel Rail Brace, are used on nearly every railroad in the United States and many foreign roads. The Jenne Track Jack was the first friction track jack put on the market.

Warner Brothers, Corset Manufacturers—Located at 203 and 205 Jackson street, J. A. Miner, manager. Factory located at Bridgeport, Conn. The largest corset manufactory in the world; a frontage of 850 feet; height, four stories; capacity, 850 dozen corsets a day. The celebrated Coraline Corset made in twenty-four styles to fit any form—short, medium or long waist—ranging in price from $1 to $5 each. They manufacture corsets ranging in price from $3.50 to $36 per dozen.

M. A. Richardson, Jr., & Co.—This firm was founded by M. A. Richardson, Sr., who has been engaged in the manufacturing and jobbing business in Chicago since 1870. They were located on East Lake street for a number of years; but, finding it difficult to obtain room for their rapidly-growing business on the overcrowded South Side, and recognizing the fact that the business center of Chicago must move westward, they went over to the West Side in 1890 and purchased the corner on West Washington boulevard and Curtis street, where they erected a large six-story building adapted to the manufacture of tinware and other goods in their line, and where they also do a large jobbing business in japanned, silver-plated ware, clocks, cutlery and all kinds of kitchen utensils, novelties, etc., etc. This location is convenient to all freight depots and is easily reached by business men visiting the city, as the Madison street cable cars run one block to the south and the Randolph street horse cars one block to the south, while the Lake street elevated road, when completed, will run within two blocks on the north.

Visitors should get off the cars at Curtis street, when they will have no trouble to find their place.

M. A. Richardson, Jr., and B. H. Chamberlin, the more active members of the firm, claim that with their present facilities for handling freight and manufacturing with no rent to pay, that they can meet any competition, quantity and quality considered.

This section of Chicago must soon be given up to business, as manufacturers are buying up all available property, and many large factories, wholesale and retail houses are now in course of erection. Anyone contemplating building a factory, wholesale house, or any other institution for traffic, should not fail to look over this locality, as it is sure to be in the center of the business district of the great metropolis in a short time.

The Chicago Rawhide Manufacturing Company.—Established in 1878, and was incorporated in March following. Its business is the manufacture of rawhide belting, lace-leather, rope and other rawhide goods of all kinds. The process by which it manufactures its leather is known as the KRUEGER patent, of which the company is the sole owner. They also control a large number of other patents, necessary to the business. The company first commenced the manufacture of its goods at 38 and 40 West Monroe Street. Their goods immediately found favor in the market, and in a short time the business outgrew the space occupied at the above location. In November, 1882, it removed to its present location, 75 and 77 East Ohio Street, into a building 50x100 feet, five stories, prepared especially for their use. Two years ago an addition of two stories was made to the building. They now employ a large number of workmen, and business is constantly on the increase. All goods manufactured are of the best quality, and their reputation is known all over the world. Their trade covers the whole country, as well as many foreign countries. They have recently added the manufacture of rawhide hydraulic packing to their already extensive line of manufactures, and have been for many years making rawhide pinion and gears, that for results are unequaled by anything in the market. These pinions are noiseless, and wear better than steel. In the manufacture of their goods, nothing but the best native hides are used, and very great care is taken to produce the best goods that can be made. The present officers of the company are W. H. Emery, president; W. H. Preble, secretary and treasurer, and A. B. Spurling, vice-president. These gentlemen are all well known of business ability, and thoroughly understand their business. The company has the reputation of square and honest dealings in all respects, and can be relied upon as being one of our best business houses.

Sweet, Wallach & Co., located 215 and 221 Wabash avenue, dealers in Photographic Supplies. Business conducted originally in the name of Chas. W. Stevens & Co., established 1865. In January, 1886, the present firm assumed control of the business. and under the present management has grown to be the leading house in America in its line.

Vierling, McDowell & Co., Iron Works, located at Twenty-third Street and Stewart avenue, on the lines of the Pittsburgh, Fort Wayne & Chicago and Western Indiana Railroads.

Works cover about two acres of ground. Have substantal buildings for foundry, pattern, erecting shops and office. Over two hundred hands employed, and handle annually over twenty thousand tons of pig iron, rolled beams, etc. Take State street or Archer avenue car, or Ft. Wayne train at Union depot or Western Indiana Railroad at Dearborn station.

Robert Vierling, President; Louis Vierling, Secretary and Treasurer; and Alfred Grossmith, Superintendent.

A. H. Andrews & Company.—Located at 215–221 Wabash ave., in the heart of the business center. One of the largest commercial outfitting establishments in the world. Also the leading school furnishing house of Chicago. Here may be seen every possible design in commercial office fixtures of the better class in desks and in furnishings. The show rooms of the house are elegantly arranged. The designs in desks are in many cases novel as well as beautiful. This firm has furnished the fittings for some of the leading banking rooms of the city. The beautiful interior of the Union National Bank was designed and executed by A. H. Andrews & Co. They will furnish the bank fittings of the Chemical Bank of Chicago on the World's Fair grounds, which is to be located in the Administration building. It is to be the most elegantly furnished bank in America. Aside from desks and outfitting departments of this establishment, here are also to be found Andrew's celebrated folding-beds, the most popular in America. The stranger is advised, by all means, to visit A. H. Andrews & Company's house before leaving the city.

Geo. B. Carpenter & Co.—Location, 202 and 208 S. Water st. The business of this house was established by George A. Robb, in 1840, only three years after the incorporation of Chicago as a city. In 1845 Mr. Payson was admitted to the firm, and the name was changed to Payson & Robb. Mr. Payson retired in 1850, when Mr. Gilbert Hubbard entered the firm, the style of which was then made Hubbard & Robb. After the death of Mr. Robb in 1857, George B. Carpenter became a partner in the firm; Gilbert Hubbard & Co. succeeded, and during twenty-four years, to the time of Mr. Hubbard's death in 1881, the house advanced to its present position in the trade, and the name became a familiar one throughout the West. In January, 1882, following the death of Mr. Hubbard, the business passed into the hands of the present firm, who had been his associate for a quarter of a century, and Geo. B. Carpenter & Co. have since cared for the trade upon the same principles as characterized the management of the old house. From 1859, until the great fire of 1871, the concern occupied the large iron front building at No. 205 and 207 South Water street, immediately opposite their present location. That was burned to the ground on the night of October 9th of that memorable year, but before the ruins were cold a tent was set up, and Gilbert Hubbard & Co. resumed business. Of course the great fire of 1871 played havoc with Geo. B. Carpenter & Co., as it did with so many of Chicago's business men. After dwelling in a tent a short time the business occupied an old grain warehouse on Market street until 1875, when it moved to its present ample quarters; but, owing to the increase in their business, these quarters were found to be insufficient, so much so that, in 1887, they erected their present warehouse, a six-story structure with a capacity of two hundred car loads. A short description of the store—they call it a sample room as well as a warehouse—would no doubt be interesting. In the basement is a rigging room as well as an endless stock of wire rope, cordage, waste, naval supplies, etc. On the main floor, besides counting and salesrooms, there are cordage and ship chandlery sundries. The second floor contains the office and rubber goods, canvas and twines. The third floor, known as the machine room, contains over forty of the latest machines for sewing canvas. The fifth floor is the sail loft, where besides sails, the heavier canvas goods are made into various articles. In the warehouse the basement and main floors are used for cordage, the second for canvas, the third for twines, etc., and the fifth for lumbermen's tools. This is a brief history of the house. From small beginnings it has reached its present magnitude, and is constantly winning respects as well as growing in size and strength. The public is always interested in knowing something about the men who are back of a great business, and who make it "go." And how accurately the business reflects the character of the men who are behind it—reputable business, honorable men.

Charles Kæstner & Co.—Established 1863; general machinists, founders, mill furnishers. Office of works, 303 and 311 South Canal street, West Side. Department A—the manufacturing of special machinery for breweries, malt houses, elevators, distilleries, starch and glucose works. Department B—the building of general and special machinery for arranging designs. Department C—grinding mills and pulverizers, for wet and dry grinding and pulverizing of any materials. Department D—painting, grinding and mixing of colors, makers of machinery and equipments. Department E—designing of and erecting, manufacturing buildings. Their new works will be located at 241 to 249 South Jefferson street and 2 to 50 Law avenue. This building will be six stories and a basement and have a floor area of thirty-six thousand square feet. The works will contain freight and passenger elevators and will be heated by steam and lighted by electricity. The power plant will be the most modern. These new works of Charles Kæstner & Co. will be deserving of a visit from the stranger.

Jenkins, Kreer and Company.—One of the most widely and favorably known houses in among the dry-goods, commission merchants and manufacturer's agents in this market. From the formation of the house in 1880 its standing has been that of one of the most successful of its kind in the West. Originally the house was established as Clapp, Jenkins & Co., which continued as the firm title until 1885, when Mr. Kreer entered the firm and the name was changed to Jenkins, Kreer & Co. Four years later Mr. Downs was admitted as a partner. The *Chicago Dry Goods Reporter and Wholesaler* speaking of this firm, says: The extensive experience of these gentlemen will be observed by the fact that all three have been connected with the dry goods business in Chicago for upward of twenty years. Messrs. Kreer and Downs in the selling department and Mr. Jenkins in the financial department of the trade. Thus the combination is peculiarly fitted for the successful management of manufacturer's goods and the careful distribution of the same. Mr. Kreer, formerly many years in the dress goods department of Marshall Field & Co., in his efficient familiarity with goods, spends much of his time with the Eastern finishers and manufacturers whose goods this house represents. It is a recognized fact that no commission house East or West represents a larger or finer line of cotton buntings, light sheetings and cheese cloths than is shown by this house. In this department there are upwards of seventy different brands, and at all times they aim to carry a full line in Chicago for the purpose of immediate delivery. They also have numerous other cotton goods, and particularly goods made by the Valley Falls Company of Rhode Island, being the sole representatives of the Oakwood staple ginghams, which are now so well known to the trade. Their market is more extensive than would appear at first sight, reaching Indianapolis, Cincinnati, Knoxville, Louisville and the jobbing markets West and Northwest in addition to the Chicago market, which, in itself, is very large. It is unnecessary for the *Reporter* to testify to the high esteem in which this house is held by the trade at large, or to their unimpeached record for business integrity. They have had an abiding faith in Chicago, not only as a distributing point, but as the future home of a large constituency of selling agents and direct representatives of mills. That their judgment has been correct is amply evidenced by the large number of great Eastern concerns that are now looking in the direction of Chicago. And when this market has attained its true greatness and dignity, no small portion of the credit will be due to such houses as that which forms the subject of this sketch.

W. C. Ritchie & Company.—Among the industries of Chicago which have grown with the growth of the city, that of paper-box making is specially worthy of notice; W. C. Ritchie & Company being the most successful in that line. This firm is the successor of Ritchie & Duck, which was formed September 1, 1866, with a capital of only $1,600, and sales for first year of $10,000. Immediately after the fire of 1871 they erected a temporary building at 413 W. Van Buren and in October, 1872 they removed to 154 and 155 Michigan avenue, occupying two and one-half floors, 40 by 150. By purchasing the property and adding two stories to the building, they managed to take care of their growing trade till the end of the year 1891, when they moved into their present quarters, built expressly for their business, at the southwest corner of Van Buren and Green streets, and owned by the senior member of the firm. A cut of the building is shown on another page. This establishment is undoubtedly the most complete of its kind in the United States, and has 75,000 square feet of floor space, fully equipped with all the improved machinery in their line, including a machine-shop for repairs. As the rent received from the stores and two stories not yet needed by them pays a fair interest on the investment, they are enabled to manufacture their goods with the least possible expense, and their aim is, by low prices, to increase their business so that in a few years they will need the whole building. Their success shows them to be wide-awake Chicago men.

Charles McDonald's News Store.—Located at 55 Washington street. This is one of the most popular resorts for lovers of current literature and books of the latest issue Mr. McDonald's establishment is familiar to nearly every Chicagoan. Latest publications of every description may be found here. These include foreign as well as home publications. Mr. McDonald's faculty for collecting popular works of fiction is well known. One may feel reasonably certain at all times to find the very latest in romances on his tables. The stranger is particularly directed to this establishment. Publications not in stock will be ordered and furnished without delay. Mr. McDonald, who is of Scotch parentage, is still a young man, being not yet thirty-one years of age. He is a native Chicagoan and was born in the North Division of the city in the year 1859. He began his business career in April, 1873, in one of the first great buildings erected after the fire of '71.

Charles Curry.—Reference is made in the body of this guide to the news stand conducted by Charles Curry. The stranger will find here everything in the nature of first-class current literature, works of fiction, guide books, the illustrated weeklies, etc., that he may want. Mr. Curry's place on Madison street, near Fifth avenue, as well as his magnificent store in the Central Music Hall building, are well patronized.

Douglas Instantaneous Water Heater.—A most convenient and essential device for the household manufactured by the Instantaneous Water Heating Company, 141 and 143 Ontario street.

The value of an apparatus that will heat water instantly any minute of the day or night, and in unlimited quanities, cannot be overestimated when the convenience, and so often the necessity, of getting hot water instantly is considered. So often must the bath be neglected owing to the scarcity of hot water. Even where there is a kitchen boiler the limited supply is an every-day occurrence; it is either, there has been no fire in the range, or some one before you has used all the hot water. The Douglas Water Heater has been in use in other countries for a number of years, while its introduction in the United States was in 1886, since which time the Heater has met with a good and increasing demand. The Douglas Heater can be used any place where gas and water can be obtained, and can be set at the foot of bath tub, or on a shelf in the most convenient place for it. The construction of this apparatus is such that makes it most durable and safe. It requires only ordinary care when using, and if directions are carried out the Heater will last an average life-time. The operation is most simple and economical. The water passes up through a copper coil to the top of the Heater, then sprays over a copper cylinder, which is heated by an atmospheric burner. The water heats as it passes through, and comes out as pure as when it enters. The temperature can be regulated by the quantity passing through, and as the consumption of gas is only while the Heater is in use, it can be seen that it is most economical. Parties building will find it to their advantage to specify for this Heater. It is a convenience that should not be overlooked, and one that tenants highly appreciate.

"Crown" Pianos and Organs.—The "Crown" pianos and organs manufactured by George P. Bent, 323 to 333 South Canal Street, Chicago, have won their way into popularity rapidly and are regarded among the higher class of performers and experts as being superior instruments in tone, touch and general high quality of workmanship throughout. The factory is one of the largest among the great industries of Chicago, employing over 250 skilled mechanics and artisans. The annual production amounts to 7,000 organs and upwards of 1,000 pianos, which find a ready market throughout the whole country, many of the goods going into the extreme East. Mr. Bent produces sixty-four distinct styles of the "Crown" organs and thirty-two distinct styles of pianos. Three new styles of organ cases have just been put on the market and four new styles and scales of pianos. In the pianos the very heaviest full iron plates are used in all the various styles. The new scales are of recent design and embody all recent improvements. In the manufacture of these organs and pianos the first object sought to be attained is the very best quality of tone and touch possible to produce. The second object is to provide ornamental and tasty cases which will please the eye and which will find a ready sale to a discriminating public. The very best materials, as well as the most handsome that money will buy, are used in their construction

throughout. They are built with the idea that " the best is the cheapest, " and that "the best is none too good ! " Mr. Bent's business was established in 1870, and its steady and constant growth is a substantial evidence that his goods meet with the approval of trade and public.

S. D. Kimbark.—At the corner of Michigan aeenue and Lake street stands a solid structure, 132 feet front and 150 feet deep, with facilities for shipping and handling goods on three sides. An illustration of it may be seen on page 313. This is the oldest house—having been established in 1852—as well as the best known and largest in the West, and for that matter in the country, devoted to the sale of iron, heavy hardware, vehicle materials of every description, and tools and machines used by blacksmiths, carriage makers and machinists. Here may be found everything in the line, in endless variety and large quantities. The trade of this house extends over the whole of the United States, as well as into Australia, and some of the South American Republics. As an adjunct to the wholesale business in Chicago, a large factory is in operation at Elkhart, Ind., for the manufacture of carriage bodies, carriage and wagon spokes, and vehicle wood material generally. The factory has a capacity of a car load of 200 bodies daily, or approximately 60,000 per year; and is therefore one of the largest in the United States. Mr. Kimbark is one of the representative men of the city, and prominent in all movements for its well being and good.

Gregg Electric Cure Company.—Located 501 Inter Ocean Building. Dr. Gregg's electric appliances for home treatment have been repeatedly proved the most effective agent for the cure of obesity, or surplus flesh, through excessive action of the secretory glands of the Stomach. General debility, or suppressed development, through the failing action of the secretory glands. Female weakness, or physical derangement, through the failing action of the nervous system. Rheumatism and lumbago, or uric poison, through failing action of the Kidneys. Enuresis, (bed wetting) or Incontinency of urine, through partial Muscular paralysis and excessive kidney action. Impotency, or lost vitality, through relaxation of secretory glands of the genital organs. Neurasthenia, or abuse of nature's laws, through shattered nerves and excessive demands. Chronic synovitis, (white swelling) or excessive synovial secretions, through shock or injury to the nerves controlling those glands. The use of electricity for curing diseases has been struggling for recognition and position for forty years and more. The last five years has witnessed great progress. Its curative qualities were recognized long ago, but its mediums of application, while in many instances highly marked by evidences of ingenuity and skill, were always found to lack essential points, preventing the patient from entering into perfect accord with the energy of the current and thereby falling short of perfect results. Perfect electrolytic action is the end sought, and that end has been attained by means of Prof. W. W. Gregg's electrolytic specialties. The secret of the great success of Dr. Gregg's electric specialties, in healing otherwise incurable cases, is to so apply a prolonged, unbroken electrolyic action to the dis.ased part or parts, as to actually compel the disease to let go Faultless in construction—the outcome of 20 years experience—the extract the very essence of electric virtue and unerringly supply an irresistible home cure, always ready for instant private use, and attested by thousands to yield permanency of relief, utterly unattainable by medicine or other mode of electric treatment. Contact with the body is harmless and agreeable and under its influence obesity melts like snow in summer. Dropsy shrinks like a drying sponge. Protracted nervousness, drunkenness, paralysis and dyspepsia, habitual constipation, aggravated effects of abuses and all kinds of rheumatism; chronic diseases of the joints, skin, kidneys, urinal and sexual organs; aches and pains, literally vanish as if by magic—leaving the sufferer forever freed from the shackles of affliction. No disease growing out of a defective, disordered or wrecked nervous system can possibly withstand them, and wherever Uncle Sam's mail finds sick people of either sex, there is absolutely no drawback to their complete success at small cost.

Northern Assurance Company of London.—One of the most substantial of England's financial institutions is the Northern Assurance Company of London, which is transacting a general fire insurance business in this country and Canada, as well as throughout the world. This sterling company was organized in 1836, at Aberdeen, Scotland, and its management soon found it necessary to have headquarters maintained in London, as well, to properly manage the large business it rapidly acquired through its various sub-offices. Since it was founded it has paid to its policy holders in losses the enormous sum of over $3[illegible],[illegible]00,000, one-fifth of which sum has been paid to claimants in the United States. It has accumulated funds for the security of its fire policies of over $8,000,000, with liabilities of less than $3,000,000, leaving a surplus exceeding $5,000,000. Its reputation for prompt and equitable settlements is thoroughly established, and with honest claimants it has never been known to quible or introduce technicalities. Bankers and mortgagees readily accept its policies for as large insurance as the company is willing to grant, and not a few of the most conservative insist upon its policies in transactions in which they have the naming of the insurance companies. For the convenience of its patrons in the United States it has established agencies in all the cities and towns, with managing departments in the principal cities. The company, appreciating the importance of Chicago as a commercial center, has established here, not only a general office for the transaction of its large business throughout the Northwestern States and Territories, but a local office as well, so that its patrons in Chicago may deal direct with the company. All losses in these offices are paid, without reference, by check on their Chicago bankers. The Northwestern Department is located at 226 La Salle street, and is under the management of Wm. D. Crooke. The local office for city and suburban business is at 153 La Salle street, in charge of Charles Nelson Bishop, as city manager. The insuring public can have no better security than a policy in the reliable "Northern of London."

New York Mutual Life Insurance Company, Illinois General Agency.—Elsewhere is presented in this volume an engraving of the interior of the counting room of Charles H. Ferguson, general agent of the New York Mutual Life Insurance Company for the State of Illinois. The offices are located in the famous Tacoma building, Madison and and La Salle sts., and are among the finest in the city. Mr. Ferguson has made life insurance a study during the greater part of his life. With him it is a science, and his knowledge of its cardinal principals and details gives him rank among the leading life insurance agents of the world. He was appointed general agent of the State of Illinois in June, 1877, after proving to the satisfaction of President McCurdy and the directors of the New York Mutual that he was qualified for one of the most responsible and important positions at their disposal. The progress of the Illinois agency since then has been phenomenal. December 31, 1886, the company reported Illinois premiums of $696,077, payments to policy-holders in this State of $310,140, new insurance for the State of $1,769,510, and insurance in force in the State of $20,290,720. The next year Mr. Ferguson's half-year's work as general agent was evidenced by Illinois premiums of $685,812, payments of $336,862, new insurance of $2,665,735, and insurance in force of $21,697,939. For 1888, his first full year as general agent, the Illinois report credits the company with premiums of $771,071, payments of $323,487, new insurance of $6,172,790, and insurance in force of $25,562,744. December 31, 1889, these items were: premiums, $907,539; payments, $462,318; new insurance of $6,735,362; insurance in force, $28,889,853. In 1890 the Illinois general agency collected $1,025,575 in premiums, returned $410,747 to policy-holders, wrote new insurance of no less than $7,324,113, and increased the insurance in force in this State to $31,884,127. These latter figures explain our introductory statement as to the comparative magnitude of Mr. Ferguson's business. His new writings in 1890 (of which the December business alone represented insurance of $1,800,000 and premiums of $157,709) were $2,000,000 more than the amount written in the six States comprising the Northwestern general agency, of which Illinois was a part when he became the general agent, and about equal to the amount reported from three other Northwestern States last year.

In less than five years Mr. Ferguson has increased the Mutual Life's Illinois premiums from $606,077 to $1,025,575, its new business from $1,769,510 to $7,324,113, and its insurance in force in this State from $20,290,720 to $36,884,127. In the aggregate, during this time, he has collected $4,478,417 in premiums, returned $2,105,478 to policy-holders in losses and claims, and written new insurance of $29,010,000. December 31st last the Mutual Life had 12,057 policies in force in this State. Taking the census estimate of five to a family, and we find that 54,125 lives have a direct personal interest in its Illinois department. Mr. Ferguson was born at Oswego, N. Y., August 13, 1846. Outside of life insurance, in business and social circles, Mr. Ferguson is widely known and as widely esteemed, rich in the number of warm personal friends who would go out of their way to do him a kindness.

Northwestern Masonic Aid Association.—Located in the Home Insurance building, Adams and La Salle sts. Officers: Daniel J. Avery, president; James A. Stoddard, secretary. The offices of the association occupy nearly a whole floor in this great building, so large is the business transacted. A force of sixty clerks are employed in the various departments that are essential to the management of their large and constantly-increasing business, which makes it a veritable hive of industry; yet each department is so systematically arranged that any paper may be found, or any information ascertained instantly. The Northwestern Masonic Aid was organized in 1874, with the same gentlemen as president and secretary who have continuously filled those responsible positions down to the present time; and they may well congratulate themselves on the magnificent success of their association, and the repeated expressions of confidence by the board of trustees and the members of the association. The continued growth and prosperity of the Northwestern Masonic Aid has made it solid as a rock, and is emblematic of the push and enterprise that characterize the business men of Chicago and the West. Each succeeding year has added to its strength and prosperity, until we find, December 31, 1891, they have already paid over $9,000,000 to the beneficiaries of their deceased members, having 58,000 certificates in force, representing $155,000,000 insurance at risk, and by economical and conservative management accumulated a surplus of $517,000 over their liabilities, which stands behind, and is pledged for the payment of all claims against the association, thus giving a sound financial standing. The Northwestern Masonic Aid Association is based upon the most approved plan of assessment life insurance, and is managed wholly in the interest of its members, surrounding them with every safeguard experience can suggest or prudence dictate. Among their special features are: no annual dues, the policy is for a definite amount and, practically, incontestible after three years; second notice given before a member can be lapsed for non-payment of assessments; no assessments collected in advance under promise of future dividends; annual statement verified by the auditor of the State of Illinois. Of over nine million dollars collected and disbursed since organization, in 1874, 85 per cent. has been paid to the widows and orphans of its deceased members, and only 10 per cent. used for expenses, while about 5 per cent. has been saved, and now constitutes their substantial surplus of over $500,000.

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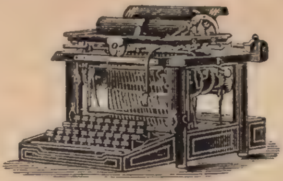

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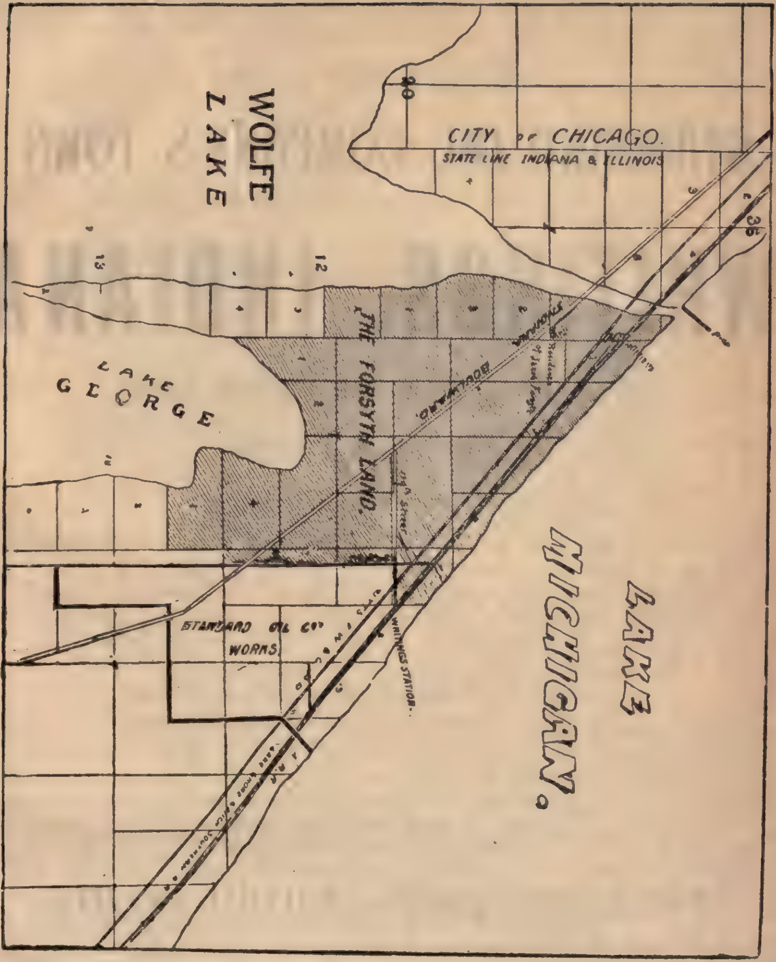
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SEE NEXT PAGE.

See also "Whiting, Indiana," under "Outlying Chicago" in this Volume.

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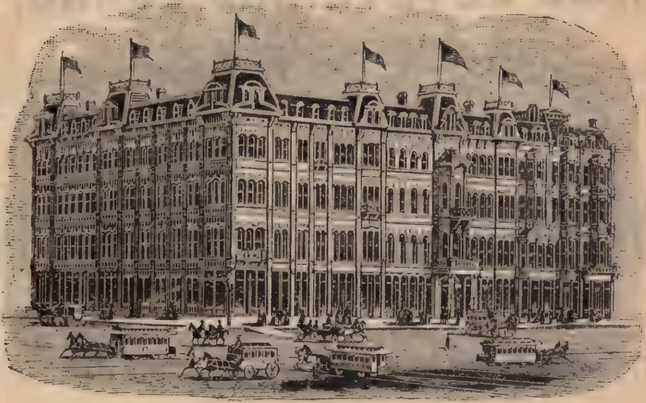

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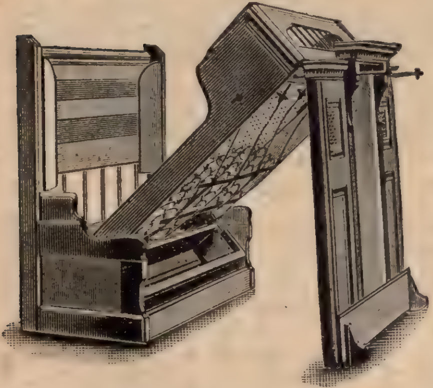

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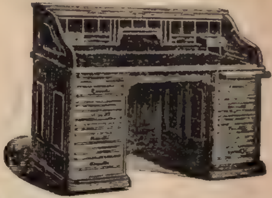

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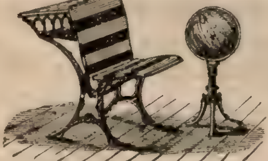

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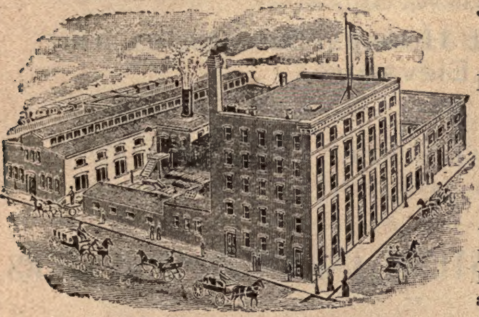

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